

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

Name of Board/ Commission: Transportation Advisory Board	
Date of Meeting: 11 May 2015	
Contact Information Preparing Summary: Kaaren Davis 303.441.3233	
Board Members Present: Zane Selvans, Daniel Stellar, Dom Nozzi, Bill Rigler Board Members Absent: Andria Bilich, (Bill Rigler departed at 7:53)	
Staff Present: Michael Gardner-Sweeney, Acting Director of Public Works for Transportation Marni Ratzel, Sr. Transportation Planner David "DK" Kemp, Sr. Transportation Planner Chris Hagelin, Sr. Transportation Planner Kaaren Davis, Board Secretary	
Type of Meeting: Advisory/ Regular	
Agenda Item 1: Call to Order	[6:01 p.m.]
The meeting was called to order at 6:01 p.m.	
Agenda Item 2: Approval of minutes from 13 April 2015	[6:02 p.m.]
Motion to approve the meeting minutes from 13 April 2015 TAB meeting as presented: Motion by: Selvans, Seconded by: Nozzi Vote: 4:0	
Agenda Item 3: Public Participation	[6:03 p.m.]
<ul style="list-style-type: none"> • None. Public participation closed. 	
Agenda Item 4: Staff briefing and TAB input regarding the Complete Streets Phase II Living Labs Project	[6:03 p.m.]
Marni Ratzel and DK Kemp presented the item to the board.	
Executive Summary from Packet Materials:	
<p>This item provides a status report, check in and opportunity for the Transportation Advisory Board (TAB) to provide input on the Complete Streets Living Laboratory Phase II program. Candidate corridors for the Phase II pilot projects include Iris, Folsom, 55th, and 63rd streets. The public engagement process launches in May to gather community feedback on the design options for street repurposing (rightsizing) pilot projects under consideration for each corridor. At the May 11 TAB meeting staff will brief the Board on design options and provide an update on the community engagement process and public feedback received to date. Public input along with the technical analysis and financial considerations will guide a staff recommendation regarding the installation of potential pilot projects along these corridors in summer 2015.</p>	
TAB ACTION REQUESTED	
Review and provide feedback on the Complete Streets Living Laboratory or "Living Lab" Phase II design options, the technical analysis, and community engagement opportunities for pilot projects along candidate corridors.	
Board discussion and comments included:	[6:15 p.m.]
<ul style="list-style-type: none"> • Suggestions to find better ways to articulate the benefits of right-sizing to all users, not just bicyclists. Suggestions to include more data regarding benefits such as: decreased accidents, increased bicycle safety, improved access to transit, fewer lanes for pedestrians to cross, reduced need for mid-block crossings (pedestrian actuated crossings). • Questions about how social media has been and will be used in the campaign to engage stakeholders on a larger scale. Suggestions to utilize reciprocal social media (post on the websites of partner entities such as those hosting the pop-up events). Observations that the City is not always astute or effective in its use of social media and should spend more effort on this method of communication and information dissemination. • Questions regarding whether analysis has been done to predict right-sizing's effects on the City's carbon footprint. • Request to see in the materials information regarding how little loss of car carrying capacity lane loss/right sizing produces. Interest in seeing data that reflects that slower speeds equals greater carrying volume because vehicles can travel closer together. 	

- Opinion that Peak volumes should not be a huge problem as it should be expected that trips will be more spread out throughout the day.
- Desire expressed that the modeling show that excessive capacity in the current system induces more car trips. Right-sizing should discourage more car trips.
- Suggestion that since there appears to be a plateau of VMT's on a national level for the first time, there should be less concern about negative reactions to right-sizing.
- Questions as to whether Folsom can be incrementally right-sized.
- Suggestion that peak volumes be addressed by persuading employers to allow employees to use flex time options to allow for off-peak travel times.
- Suggestion to include right-sizing success stories from around the country.
- Cannot make it better for everyone and also have tradeoffs. There will be tradeoffs. Important to clearly acknowledge exactly what the relative effects on the various mode types will be.
- Questions regarding how transit will interact with the new bike facilities.
- Questions about the reasoning behind each of the options presented for Folsom.
- Request for the before and after data of other communities set next to Boulder's "before" to help promote the program.
- Suggestion to use attractive pictures of treatments in other communities
- Concerns about the difficulties of addressing the many issues on Folsom in the experimental phase. But the other corridors may provide good data on many options that might be useful. Intersections must work for everyone. A long term view of what the proposed treatments may do in this regard would be very helpful.
- Questions regarding what can be done to smooth out the afternoon peaks.
- Suggestions to frontload the benefits in the materials to showcase the good things before people get to the potential tradeoffs.

Agenda Item 5: Staff briefing and TAB input regarding the May 26, 2015 City Council AMPS Study Session [7:04 p.m.]

Executive Summary from Packet Materials:

The purpose of this item is to provide the Transportation Advisory Board (TAB) with an update on the city's Access Management and Parking Strategy in advance of the May 26 City Council Study Session, with a particular focus on:

1. Seek input on:
 - a. refined options and draft recommendations for Transportation Demand Management (TDM) policies for new development;
 - b. potential modifications to the existing 72-hour on-street parking restriction;
 - c. options for satellite parking;
 - d. a potential shared parking policy between districts and private development; and
 - e. considerations for parking related code changes.
2. Share ongoing community engagement and work plan items related to AMPS and next steps.

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

Staff has gathered input from the community, boards and commissions to help identify priorities for further research and community discussion. Outreach to the city advisory boards and the public is essential, with the dual purpose of educating the community about the multimodal access system and seeking input and ideas about future opportunities for enhancements. The community and Board members attended a joint Civic Area and AMPS open house in January. Community and board input is summarized in the attached draft memo.

TAB ACTION REQUESTED

Review and provide feedback on the following questions:

1. What is TAB's input on the AMPS 2015 priority work program items, including the options and draft recommendations for Transportation Demand Management (TDM) policies for new development; modifications to the existing 72-hour on-street parking regulations; options for satellite parking; a potential shared parking policy between districts and private development; and considerations for parking related code changes?

Board discussion and comments included:

[7:25 p.m.]

- General agreement with the staff recommendation of leaving the ordinance as it is currently.

2. Does TAB have any feedback regarding the ongoing AMPS community engagement and related work plan items and next steps?

Board discussion and comments included:

[7:25 p.m.]

- Clarifications on the shared parking proposals for “Mandatory meeting (development review process), voluntary compliance”. Questions as to whether this approach is adequate and what the incentives are versus potential legal property taking issues.
- Clarifications regarding satellite parking and its proposed deployment.
- Suggestions that enforcement and disincentives be stronger and implemented sooner.
- Interest in knowing the current quantity of parking downtown, what it has been over time and what the occupancy rates have been over time.
- Questions about the feasibility and timing of a parking cash-out initiative.
- Suggestion to encourage employers discourage car trips by taxing parking spaces. Great revenue, effective disincentive for employee car commutes.
- Questions regarding whether occupancy rates drive pricing of parking.
- Questions regarding the feasibility of real-time parking pricing.
- Questions regarding the “elevator” (10 second) pitch for AMPS.
- Questions regarding anticipated public reaction to AMPS.
- Clarifications on how binding TDM plans and partnerships might tie into the strategy for mandatory trip reductions.
- Suggestion for a few simple standard contracts for TDM plans to make things easier for smaller developments.
- Questions as to whether there are ways to completely unbundle the parking transaction from the employment development or housing transaction.
- Suggestion that adding parking resources downtown will not help the traffic capacity issues downtown. Removal of those resources should be explored.

Agenda Item 6: Staff briefing and TAB input regarding the 2016-2021 Transportation Capital Improvements Program (CIP) – Part II of III

[7:52 p.m.]

Mike Sweeney presented item to the board.

Board member Rigler departs at 7:53 p.m.

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 2016 through 2021. Within this process, funds are appropriated for the first year, 2016. 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.

Fiscal Impacts: Fiscal impact to be determined through the budget development process.

Other Impacts: N/A

Board feedback: Staff asks that the TAB review the recommended draft 2016-2021 Transportation and Transportation Development Funds CIPs and provide feedback.

Board discussion and comments included:

[7:59 p.m.]

- General Board agreement that this process is difficult to interface with in a meaningful way. By the time it gets to TAB, the Board cannot discuss the merits of the various projects. Some assistance in understanding how the board should usefully interface with the CIP process would be helpful.
- Questions and clarifications on specific projects.

Agenda Item 7: Matters

[8:00 p.m.]

A.) Matters from the Board Included:

Board member Selvans brought up the below matter(s)

- Input to GAC on the Greenways CIP
- Zane would like to pass on his position as the Greenways Advisory Committee (GAC) representative to another member of the TAB. Daniel will take this on for the time being. Board Secretary will let the staff coordinator for the GAC know there is a new rep.

Board member Stellar brought up the below matter(s)

- A bit frustrated with how the CIP tour was re-scheduled. Would like to be able to take the tour.

Board member Nozzi brought up the below matter(s)

- The new bike corral outside the trident is not good. Unattractive and very difficult to use. Staff is following up. Inverted U is the clear best design out there.

B.) Matters from staff/Non Agenda:

[8:15 p.m.]

- Neighborhood Permit Parking (NPP) Annual Report (packet materials only)
- CU/City East side transit TIGER application update.
 - Working to create an East Boulder circulator. Have decided not to submit this year (proposal not really ready). But will continue to work on it for submission next year.
- Other Matters:
 - AMPS open house 29 April 5:30-7:30 at the main library.

Agenda Item 7: Future Schedule Discussion:

[8:19 p.m.]

Board members are attending a number of functions. GAC – form based code. Joint Board workshop on Form Based Codes. Two public meetings on same.

Agenda Item 8: Adjournment

[8:21 p.m.]

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 8:21 p.m.

Motion: moved to adjourn; Stellar, seconded by: Nozzi

Motion passes 3:0

Date, Time, and Location of Next Meeting:

The next meeting will be a regular meeting on Monday, 8 June, 2015 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.