

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

Name of Board/ Commission: Transportation Advisory Board	
Date of Meeting: October 10, 2016	
Contact Information Preparing Summary: Meredith Schleske 303.441.3204	
Board Members Present: , Bill Rigler, Chair; Jennifer Nicoll; Dom Nozzi, Anna Reid; Zane Selvans Board Members Absent:	
Staff Present: Michael Gardner-Sweeney, Director of Public Works for Transportation Kathleen Bracke, GO Boulder Manager Bill Cowern, Acting Principal Traffic Engineer David “DK” Kemp, Senior Transportation Planner Randall Rutsch, Senior Transportation Planner Brett KenCairn, Senior Environmental Planner Meredith Schleske, Board Secretary	
Type of Meeting: Advisory/ Regular	
Agenda Item 1: Call to Order	[6:03 p.m.]
The meeting was called to order at 6:03 p.m.	
Agenda Item 2: Approval of minutes from September - tabled to November TAB agenda.	[6:03 p.m.]
Agenda Item 3: Public Participation – addressed below.	[6:05 p.m.]
Agenda Item 4: Safe Streets Boulder – Toward Vision Zero Implementation	[6:11 p.m.]
Kathleen Bracke and Bill Cowern made the report to the board.	
Board feedback: no questions or comments.	
Agenda Item 5: Public hearing and consideration of a recommendation regarding safety and Neighborhood Traffic Mitigation Program (NTMP) options for City Council consideration as part of the 2017 budget (Gardner-Sweeney, Cowern)	[6:18 p.m.]
Bill Cowern made the presentation to the board.	
Executive Summary:	
<p>The City of Boulder seeks to mitigate speeding traffic on residential streets through the Neighborhood Traffic Mitigation Program (NTMP). This program was created in the early 1990’s and used a combination of education, enforcement and engineering treatments to mitigate speeding traffic. During the economic downturn of the early 2000’s, funding for the program management and engineering treatments in the NTMP were eliminated from the city budget.</p> <p>Each year the City Council approves a budget for the upcoming year. This year, the City Council asked staff for a recommendation concerning potential 2017 funding for engineering treatments on residential streets. City staff did not recommend reallocating funding to the NTMP in 2017, as this funding would need to come from higher priorities as defined in the City’s Transportation Master Plan. This recommendation was discussed during the May 9, 2016 and June 13, 2016 TAB meetings as part of the 2017 – 2022 Transportation Capital Improvements Program (CIP) agenda items. At their June 13, 2016 meeting, the TAB made the recommendation to City Council not to reallocate funds in the 2017 budget to restore previously eliminated engineering treatment NTMP funding.</p> <p>At the September 13, 2016 City Council budget study session, City Council was provided with the city staff and the TAB recommendations. The City Council asked for staff to return to them at the first reading of the 2017 budget at their October 4, 2016 council meeting with options for restoring the engineering treatments to the NTMP. Staff has developed several potential options, outlined in this memorandum and is requesting TAB’s recommendation for City Council consideration at the Second Reading of the 2017 Budget at their October 18, 2016 meeting.</p>	

Board questions:

- Speed on Grape and Palo Parkway is not high enough to qualify for option two treatments.
- No options that call for increased funding are presented due to no anticipation of further availability.
- Emergency response – most mitigation efforts slow speed, especially for fire engines.
- City staff has had numerous conversations re traffic calming with national resources.
- Adding stop signs and speed limit changes are omitted because they are not effective mitigating treatments and are not in accordance with national standards. Stop signs do not reduce overall speed. Steady slow consistent speed throughout corridor is most effective and desirable.
- Lowering speed limit in several specific areas did not impact speed at all.
- Public education could include yard signage and neighborhood education and alliance coupled with enforcement.

Public Participation

- Ann Haebig – Toward Vision Zero - South 30th Street.
- Jeff Pedelty – Toward Vision Zero – discouraged, education not going to solve it. Going to keep cycling.
- Hollie Rogin – 21st Street danger on Edgewood. Resident loses fence every year at 23rd. Future redevelopment of the hospital site likely to negatively impact Edgewood. 21st Street is a direct route to Columbine Elementary.
- Sue Prant – supports traffic calming, don't dive in, don't go too slowly on development of program. Change signs as interim measure. Revised design standards and signal policies. Address system major arterials.
- Charles Brock – supports traffic mitigation.
- Carmen Baron – 2430 Grape, redo traffic data (not on Labor Day). Reconsider reduced speed and volume.
- Daniel Jubelirer – Naropa student. Recent moved to Boulder. Peace studies, street murals. Paint the pavement.
- Tim Hattrup – 2070 Grape, Traffic speed data should be re-collected.
- Mike Marsh – doesn't feel there's a problem. People that show up at meetings think there is a problem but that is not everyone - most think things are fine. Need to survey residents– democracy. Humps on Moorhead are bad for people with disabilities, need rigor and discipline.
- Diane Curlette – 530 Harvard Drive, option #1 and #3, Speed trailers, police department (PD) involvement, PD working with neighbors. Boulder has changed a great deal. Future is decreasing auto travel, more bikes and pedestrians.
- Aaron Johnson – 6264 Simmons Drive, citations given to pedestrians, cyclists, motorists? Strongly agrees with use of engineering. In the ideas of many, bikes and pedestrians don't belong in the street. Enforcement potential racial issues.
- Michael Friesen – South 45th Street, drop speed limit to 20 miles per hour (mph), people always drive five mph over the speed limit. Enforcement can be the bad guy.
- Scott Hatfield – 2845 Broadway, bikes everywhere, Vision Zero, get cars off the road. People won't ride because they are afraid. Carbon budget, education effort would be important. Transportation demand management (TDM) ordinance for businesses.
- Maegan McCardle – Gordon Drive - would like speed mitigation, has made homemade signs. Lots of kids. People whip around the corner. Speed humps, Paint the Pavement is a great idea.
- Brook Stableford – Folsom Street. Cyclist feel unsafe. Photo tickets on left-turn arrows, Flatiron Flyer, convert Table Mesa and Broadway to Bus Rapid Transit (BRT).

Bill Cowern noted that Edgewood and 21st Street was identified as a dangerous intersection and is working with the fire department to mitigate. The city also coordinates with the PD on mitigation and enforcement.

Board feedback:**[7:30 p.m.]**

- Inquiry about if options 1 and 3 are mutually exclusive.
- Question of whether better street redesign can be achieved in the longer range capital plan.
- Observation that option 2 is very contentious.
- Discussion about other cities and different models with comment that Boulder is considered the gold standard along the Front Range.
- Concern expressed about vertical treatments like speed humps and impact on emergency response.
- Comment that the public is terming the issue as safety, which could be combined into a systemic approach including Vision Zero.

Following extensive discussion including the concept of “soon” for meaningful progress, and including a motion to recommend option 1 near-term plus option 3 long-term made and rescinded by Nozzi.

Motion: Motion to recommend to City Council development of an updated Neighborhood Traffic Mitigation Program (NTMP) as part of the 2017 Budget, which would initiate a public engagement process to develop new NTMP guidelines which would include consideration of the appropriate use of engineering treatments, engaging the public and adding one fixed term full-time position (1 FTE) to coordinate the program development.

Motion: Nozzi Seconded: Rigler
Vote: 5-0

Motion: Motion to convey to City Council the public sentiment that safety and quality of life in neighborhoods is important and the need to implement appropriate measures in a timely fashion.

Motion: Rigler Seconded: Nozzi
Vote: 5-0

Agenda Item 6: Public hearing regarding Climate Commitment Strategy Document

[8:30 p.m.]

Brett KenCairn and Randall Rutsch made the presentation to the board.

Executive Summary:

This item provides the Transportation Advisory Board (TAB) with the Mobility section of the *Climate Commitment* strategy document for review and recommendation to City Council. Transportation is one of the three target categories under the Energy Action Area of the *Climate Commitment* strategy document. As part of the [2014 Transportation Master Plan](#) (TMP) update, staff and consultants conducted extensive analysis of the transportation sector related greenhouse gas (GhG) emissions and evaluated strategies for achieving deep greenhouse gas emissions in transportation over the next twenty years. This effort resulted in new measurable objectives for the TMP and informed the Mobility Section of the *Climate Commitment* strategy document. The primary goal of the *Climate Commitment* is to develop strategies capable of achieving a minimum 80% reduction in GhG emissions below 2005 levels by 2050.

As part of the TMP process, vehicle miles travelled (VMT), VMT per capita and single occupant vehicle (SOV) mode share targets were updated in coordination with the city's new GhG goal. These targets are reflected in the Mobility Section of the *Climate Commitment* strategy document. During this process, it was also recognized that fundamental system change was needed such as transportation energy source change strategies, and that additional innovations were needed to meet the 80 percent reduction goal in the transportation sector.

The full [Climate Commitment strategy document](#) is available on the city's website.

Question for the TAB: Does the Board have comments and suggestions on the draft Mobility section of the Climate Commitment Strategy document and a recommendation for consideration to City Council?

Board Discussion:

- Thoughts concerning shared facilities, electronic vehicles and autonomous vehicles – GO Boulder should think boldly.
- Several editorial proposals to add items such as shared electronic vehicles and autonomous vehicles and changing “reduce percentage of car ownership” to “shared ownership” in the Transportation Master Plan (TMP) key objectives and measures.
- Observations concerning public support of land use change and “e free” trips.
- Simplify the summary.
- Dom – clearly specify land use patterns and comparative forecasted climate commitment results with and without change.
- Questions concerning veracity of transportation data and whether “congestion” should be a strategy as it doesn't contribute to climate commitment.
- TAB members should email suggestions to Brett Ken-Cairn.

Motion: Motion that TAB supports and recommends adoption of the *Climate Commitment* strategy document by City Council.

Motion: Selvan Seconded: Nicoll

Vote: 5-0

Agenda Item 7: Matters

[9:12 p.m.]

A. Matters from the Board

- Dom Nozzi transportation safety presentation
- Board Retreat follow up – Rigler and Nicoll will recommend priorities to TAB.
- Review TAB board member application – TAB members should email any comments to Mike Sweeney.
- Updates re: collaboration with other city boards -
- Updates re: sub-committees and working groups
 - HOP Study Working Group met October 27th. An update will be provided to TAB at their November 14th meeting preceding the City Council Study Session November 29th.
 - East Arapahoe Transportation Working Group met recently, defining character districts and specific needs. A public engagement meeting will be conducted mid-December. Group member Anna Reid will wait to author an op-ed.
 - 36 Commuting Solutions - TAB is encouraged to attend a legislative forum October 11th.

B. Matters from the Staff/ Non-Agenda

[9:56 p.m.]

- Chautauqua Access Management Plan (CAMP) update – Bill Cowern briefed TAB. There will be a joint boards meeting in January.
- Neighborhood Access Management Plans (AMPs) are multi-faceted and time-consuming; an update on TDM for new development will be presented next month and a strategy document developed early in 2017. A Complete Streets event October 19th features a national practitioners panel at CU.
- RTD/Regional studies update – The RTD Board is doing a roadshow to discuss their future financial condition and FastTracks will significantly impact transit expansion.
- Other matters – TAB meetings will be conducted in Council Chambers.

Agenda Item 8: Future Schedule Discussion – there was none.

[10:12 p.m.]

Agenda Item 9: Adjournment

[10:12 p.m.]

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 10:12 p.m.

Motion: moved to adjourn: Selvan Seconded by: Nozzi

Motion passes 5:0

Date, Time, and Location of Next Meeting:

The next meeting will be a regular meeting on Monday, 14 November 2016 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.