CITY OF BOULDER
CITY COUNCIL AGENDA ITEM

MEETING DATE: Jan. 19, 2016

AGENDA TITLE
An Update on the Transportation Master Plan Implementation – Complete Streets and Living Lab Phase I Projects

PRESENTERS:
Jane Brautigam, City Manager
Maureen Rait, Executive Director of Public Works
Michael Gardner-Sweeney, Interim Director of Public Works for Transportation
Bill Cowern, Transportation Operations Engineer
Kathleen Bracke, GO Boulder Manager
Marni Ratzel, Senior Transportation Planner
David Kemp, Senior Transportation Planner

EXECUTIVE SUMMARY
The purpose of this item is to update City Council about Phase I of the Complete Streets Living Lab program and to receive council feedback. The memo includes background information about Phase I; a technical evaluation; feedback collected from the community and the Transportation Advisory Board (TAB); the current status for each of the initial set of Phase I projects, including proposed next steps for 2016; and suggested refinements to several of the Phase I pilot projects. The proposed next steps are informed by ongoing evaluation of each pilot project, including input from the community and TAB.

As part of the Transportation Master Plan (TMP) update, the Living Lab program began in 2013 to test and seek community feedback regarding innovative street design treatments to improve safety and access for all roadway users. Living Lab projects support a vision to create a more complete transportation system that provides a variety of travel options for everyone, is well connected with regional transit options and is environmentally sustainable. The initial set of Phase I projects include: buffered bike lanes on Spruce Street, back-in angle parking on University Avenue, and protected bike lanes on University Avenue and on Baseline Road.

Summary of Staff Recommendation:

Staff recommendations for each of the initial Phase I projects are highlighted below, and each recommendation is informed by ongoing evaluation and feedback from the community and TAB. More detailed information; including primary evaluation criteria, key findings and a more thorough recommendation for each of the following initial Phase I projects can be found in the Analysis section of this memo.

Buffered bike lanes:

- **Spruce Street (15th to Folsom streets):** Maintain as-is. Designate this bike facility as part of the city's transportation network.

Protected bike lanes:

- **Baseline Road (30th to 37th streets):** Remove concrete parking blocks along existing pilot project segment. Extend this modified treatment east to Mohawk Drive. Continue pilot project evaluation to monitor modified treatment through 2016.
- **University Avenue (9th Street to Broadway):** Convert parking protected bike lanes back to buffered bike lane configuration. Formally establish this facility as part of the city's transportation network.

Back-in angle parking:

- **University Avenue (Broadway to 17th Street**): Maintain as-is and continue to monitor.

Pending feedback from council, staff is prepared to move forward with proposed changes to the projects and will provide another update to council in the second quarter of 2016.

BACKGROUND

The vision of the city's Transportation Master Plan (TMP) is to create and maintain a safe and efficient multimodal transportation system that meets the sustainability goals of the community. A focus area of the TMP is to provide "Complete Streets," that offer safe and comfortable access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This approach emphasizes the value of a balanced and complete multimodal transportation system to enhance safety and increase access, while shifting trips away from single-occupant vehicles. The TMP Complete Streets vision includes developing streets that encourage walk and bike trips for women, older adults and families.

The Living Lab program is a Complete Streets action item that installs pilot projects to test new street designs and community engagement processes. The projects are experimental and allow city staff to gather technical, observational and community feedback as part of an ongoing evaluation process that assesses whether a pilot project treatment achieves the intended benefits of complete streets and is a good fit for Boulder. It is envisioned that the results will inform the development of a network of low-stress bicycle routes, enhance transit access and create a more pedestrian-friendly community.

The following Phase I projects include:

1. **Buffered bike lanes:**
    - Spruce Street (15th Street to Folsom Street)
    - University Avenue (9th Street to Broadway)
        - In October 2014, the University Avenue buffered bike lanes were removed and replaced with parking protected bike lanes.
2. **Protected bike lanes:**
    - Baseline Road (30th to 37th streets)
    - University Avenue (9th Street to Broadway)

3. **Back-in angle parking adjacent to a bike lane:**
    - University Avenue (Broadway to 17th Street)

4. **Dashed (advisory) bike lanes:**
    - Harvard Lane (Dartmouth Avenue to the Broadway path at Table Mesa Drive)

5. **Bike Box:**
    - Folsom Street at Arapahoe Avenue

6. **Multiway Boulevard:**
    - Pearl Parkway (30th to the BNSF Railroad tracks)

7. **Shared Street:**
    - Junction Place (Pearl Parkway to Goose Creek greenway path)

Please see **Attachment A** for Phase I project map and description of facilities.

This update is focused on next steps for initial set of Phase I projects, including buffered bike lanes, protected bike lanes, and back-in angle parking. The additional projects, including, dashed bike lanes, bike box, a multiway boulevard, and shared street have recently been installed and the evaluation process for these projects will run through mid-2016.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

Economic

The Living Lab pilot projects are a cost-effective strategy to test transportation designs and roadway treatments to evaluate safety, increase comfort and decrease collisions on city streets.

Environmental

The Living Lab pilot projects are intended to help achieve the city's TMP objectives of reducing single-occupancy vehicle (SOV) travel, managing traffic congestion, and reducing air pollution emissions, including greenhouse gases (GHGs). Biking and walking are zero-emission transportation options that reduce GHG pollution, and transit

and transportation demand management (TDM) programs are key to reducing the number of trips made by SOVs.

Social
The Living Lab pilot projects will further the city's social sustainability goals by increasing transportation mobility, access and safety for all members of the community, including expanding transportation choices for low income, older adults and children.

Other Impacts
Fiscal
The Living Lab program and Phase I projects are supported by the FY 2015-2016 transportation budget.

Staff Time
Staff resources for this project are included in the FY 2015-2016 transportation budget.

BOARD AND COMMISSION FEEDBACK
TAB (Dec. 14)
In addition to frequent staff briefings to the Transportation Advisory Board (TAB), TAB held a public hearing regarding the staff recommendations for the Living Lab Phase I projects on Dec. 14, 2015. No members of the community were present to provide comment. TAB members expressed interest in understanding collision trends at specific locations and the communications strategy for implementing the proposed next steps. TAB requested staff be more explicit when describing the decision making process that was used for each of the Phase I projects recommendations. TAB encouraged staff to continue applying the lessons learned from Living Lab Phase II (Folsom Street).

TAB Motion: "Motion to recommend to council retention of buffered bike lanes on Spruce Street, extension of protected bike lanes on Baseline Road, conversion of protected bike lanes on University Avenue to buffered bike lanes, retention of back-in angle parking on University Avenue, and continued monitoring and evaluation of remaining Phase I projects." Motion: Bilich, Seconded: Selvans; Vote: 4-0-1, Rigler abstained, Motion Passes

For more detailed information, please refer to **Attachment B** (Dec. 14, TAB draft meeting minutes).

PUBLIC FEEDBACK
An important component of the ongoing evaluation of Living Lab pilot projects is community and user feedback. Since installation, the city has hosted a number of opportunities for community input including bike audits (guided community bike rides), online surveys, in-person feedback at public events, and social media and Inspire Boulder posts. In November 2015, staff hosted a public open house to present key findings of the ongoing evaluation and gather additional community input on the initial set of Phase I pilot projects. For each project, community members were asked to provide comments under three topic headings: continue it, refine it, or remove it.

A summary of public comments received since 2013 and throughout the duration of the evaluation period of Phase I pilot projects demonstrates that prior to the open house in November 2015, qualitative feedback from the community primarily focused on the University Avenue parking protected bike lanes and back-in angle parking.

Key themes of community feedback for the initial set of Phase I projects, organized by treatment, can be viewed in the following Analysis section of the memo.

PHASE I PILOT PROJECT ANALYSIS

A majority of the Phase I projects are considered opportunistic and involve very few tradeoffs. Staff selected the current project locations as they provided an available canvas for the experiment and not because they were necessarily the most appropriate long-term treatments for the location. The proposed next steps for the projects are based on a holistic evaluation process, including the technical and observational data, and community feedback. However, the decision-making process for each project is different due to unique characteristics and context of each project. A common thread consistent through all of the projects is the objective to improve safety for all road users while fostering an environment that is comfortable for vulnerable users, such as pedestrians and bicyclists.

The evaluation process of the Living Lab Phase I pilot projects includes community feedback, field observations, and "before" and "after" comparison for both quantitative and qualitative measures. The Fox Tuttle Hernandez Transportation Group (FTH) has been assisting city staff with field observations and data analysis for all projects implemented to date. FTH has prepared a detailed analysis of the Phase I projects currently under consideration: buffered bike lanes, protected bike lanes, and back-in angle parking.

Technical and observational "after" data was collected in April 2015 to coincide with the start of the peak cycling season and to ensure University of Colorado (CU) travel patterns are reflected. The qualitative analysis focuses on public input and informs an iterative review and response process to address community comments and concerns.

Additional Phase I projects have been recently constructed and are currently being evaluated through mid-2016. These projects include, dashed (advisory) bike lanes, bike box, a multi-way boulevard, and shared street. Staff will return to council in second quarter 2016 with the results from the evaluation process and proposed next steps.

The following section describes the primary evaluation criteria, key findings, and proposed next steps for the Phase I projects currently under consideration.

Buffered Bike Lanes (Spruce Street and University Avenue)

Primary Evaluation Criteria:

- Before and after bicycle ridership along the corridor;
- Positioning of bicycles and vehicles on the street;
- Number and type of collisions;
- Maintenance practices; and
- Community feedback

Key Findings:

Spruce Street

- The number of bicycles observed was higher during the summer observation period than during the fall observation period, likely due to seasonal conditions. However, 18 percent more bicyclists were observed riding the corridor during August 2015 (after installed) when compared to the August 2013 (before installed) period.
- Only 2 to 3 percent of the motor vehicles encroached into the buffer area in the after condition. Prior to the installation of the buffered bike lanes, no bicycle facilities existed on this corridor.
- In the three years prior to the installation of the buffered bike lanes, two bicyclists were involved in a "dooring" type of collision. Since the installation, this type of collision has not occurred.

Community feedback expresses support for the buffered bike lane treatment.

University Avenue

- During the buffered bike lane pilot project, 93 percent of motor vehicles were observed traveling within the travel lane while six percent encroached into the bike buffer and one percent traveled with a wheel across the centerline.
- Observations during a winter storm event indicated that motor vehicle drivers stay within the travel lane. Snowplow practices windrow the snow toward the middle of University Avenue, which may result in drivers encroaching into the buffered bike lane area.
- Vehicle speeds remained approximately the same in the before and after condition with the buffered bike lanes, which was to be expected as the buffering had limited effect of narrowing the perceived motor vehicle travel lane.
- In the two years prior to the installation of buffered bike lanes, the most common collisions were u-turn related, parking-related, side street rear-end collisions and right angle collisions. These collision trends continued after the installation of buffered bike lanes, though fewer collisions per year occurred in the after period. In the two years prior to installation of buffered bike lanes there were 14 crashes in this corridor. During the 16 months in which the buffered bike lane was striped there were only five crashes.
- Community feedback expresses support for the buffered bike lane treatment.

Staff Recommendation:

Staff recommends keeping the buffered bike lanes in place along Spruce Street and re-installation of buffered bike lanes along University Avenue. When and where appropriate, staff will consider this tool for future projects and for inclusion in the street facility design guide.

In both of the tested areas, buffered bike lanes worked successfully to provide separation for bicyclists between the bike lane and the travel lane, or the parking lane (door zone). Buffered bike lanes can also have the added effect of narrowing wider travel lanes and increasing comfort level for cyclists, as well as providing social queues for both motor vehicle drivers and cyclists as to where each user should be traveling along the corridor.

Protected Bike Lanes (Baseline and University)

Primary Evaluation Criteria:

- Aesthetic aspects of protected bike lanes;
- Encroachment of vehicles into the crosswalk and bike lane from side streets;
- Maintenance practices;
- Vehicle speeds on University Avenue;
- Number and types of collisions;
- Wrong way bicycle riding; and
- Community feedback

Key Findings:

Baseline Road

- An average of 42 percent of vehicles accessing Baseline from side streets roll through the stop bars. The visibility and sight lines at intersections within the study area are generally good, and may contribute to this level of stop bar non-compliance.
- Speed data was not collected on Baseline prior to implementation. Comparative speed data is being collected in sections of Baseline with and without the protected bike lanes. However, the adjacent travel lanes are 13 feet-wide, so there is little expectation of speed reduction from this treatment.
- Observations during a winter storm event indicate that existing snowplow vehicles used along the corridor are able to effectively remove snow.
- Community feedback expresses support for continuing or refining the protected bike lane treatment.

- Public feedback expresses concern regarding the use of concrete blocks due to aesthetic reasons and the inability for bicyclists to move from the protected bike lane when executing left turns near the intersection.

University Avenue

- Bicyclists traveling in the wrong direction in the protected bike lanes account for approximately six percent of the bike lane users. Skateboarders account for another six percent of the users in the protected bike lanes. This activity was not observed on Baseline Road protected bike lanes.
- The 85th percentile speed was reduced from 29 (mph) to 26 (mph) with the installation of the protected bike lanes and the narrowing of the travel lanes, which effectively moved parking closer to the moving traffic. The speed limit on this section of University Avenue is 30 mph. Since there was not a documented speeding problem on this street prior to implementation, it was not the purpose of this project to reduce speeds in the corridor. However, the demonstration results do suggest that parking protected bike lanes can reduce vehicle speeds.
- 22 percent of the motorists approaching University Avenue on a stop sign controlled side-street stopped before entering the protected bike lane. Another 26 percent of the motorists stopped within the bike lane. 27 percent of the motorists stopped in the parking lane or vehicular travel lane, and 25 percent of the side street vehicles rolled through the intersection without stopping at all.
- Parking-related and left-turn collisions were more common with the parking protected bike lane configuration, compared to the buffered and standard bike lanes. The total numbers of reported collisions per year also increased after the protected bike lanes were installed. In the two years prior to implementing pilot projects in this section of University there were 14 crashes in this corridor. During the 12 months in which the parking protected bike lane was present there were 13 crashes.
- Winter maintenance practices are extremely challenging despite the city's effort to improve parking enforcement and increase attention to snow and ice removal. The ongoing freeze/thaw cycles, drainage, vehicles parked incorrectly, and low-angle sun are major factors working against the parking protected bike lane installation.
- User feedback expresses support for the removing the protected bike lane treatment. Community members have shared observations of cyclists riding within the travel lanes, particularly during and after winter storm events.
- Comments also express concern for the narrow street design, winter maintenance challenges, and inappropriate use of the bike lane by pedestrians, skateboarders and wrong way cyclists. Drivers express concerns with lack of visibility of bicyclists, pedestrians, and cars when entering University from a side street. Feedback in support of the University Avenue protected bike lanes includes design encourages new and diverse riders, people feel more safe and comfortable to ride separated from auto traffic and slower vehicle speed.

Staff Recommendation:

Baseline Road
Keep the protected bike lanes in place, but remove the concrete blocks. The removal of the concrete blocks will improve maintenance access and address some of the aesthetic concerns while also improving cyclists turning maneuverability at intersections. Next steps also include extending the refined design of the protected bike lanes to Mohawk Drive. The extension of the protected bike lanes to Mohawk Drive will improve connectivity to an existing north/south bike route.

University Avenue
Convert the parking protected bike lanes between Broadway and 9th Street back to the buffered bike lane configuration. Safety concerns resulting from lack of sight distance from side streets and the encroachment of vehicles into the crosswalk and protected bike lanes are the primary reasons behind this recommendation. Year round maintenance of the parking protected bike lanes is challenging, particularly during the winter months with snow/ice conditions. Finally, parking irregularities by drivers of private and commercial vehicles continue to exist, which present additional safety and maintenance issues along the corridor.

Staff believes that the parking protected bike lane treatment is generally a good tool when applied in the right context; however, the University Avenue is not the right street for this type of treatment due to the concerns mentioned above. Staff will consider this treatment for future projects, and the street facility design guidelines for future potential applications, if appropriate.

Back in Angle Parking (University Avenue - Broadway to 17th Street)

This treatment changes front-in angle parking to back-in angle parking adjacent to a bike lane in an effort to reduce the potential for conflict and documented collisions between cyclists or motor vehicles on the street and vehicles backing out blindly into their path. In August 2013, back-in angle parking was installed along University Avenue between Broadway and Macky Drive.

Primary Evaluation Criteria:

- Rate of parking compliance and conformity since the installation of the project;
- Number and types collisions;
- Maintenance practices; and
- Community feedback

Key Findings:

- Citations related to back in angle parking have decreased from year one (August 2013 to August 2014) to year two (August 2014 to August 2015) by approximately 48 percent.

- Between five and 10 percent of the parked vehicles continue to park across the stall lines, but the latest after data (August 2015) shows that no parked vehicles encroached into the bike lane.
- Observations during a snow event indicate that some vehicles did not back all the way to the curb, and some were parked encroaching into the bike lane area.
- Based on observations, vehicles exiting the parking stall yielded to bicyclists before pulling out into traffic on University Avenue.
- In the three years before the back-in angled parking, there were four parking related crashes, two of these involving bikes. In the two years following the installation, there have been three parking related crashes, none of these involving bikes.
- User feedback ranges from continuing to refining or removing the back-in angle parking treatment.

Staff Recommendation:

Continue the back-in angle parking in place in order to further evaluate the installation. The reduction of crashes that are more prone to injury, including bicycle related crashes is the primary reason for keeping the demonstration in place. It is recommended that this treatment be maintained through 2016 so that sufficient data is available to inform any additional conclusions.

NEXT STEPS
Pending feedback from council, staff is prepared to proceed with the proposed modifications to the initial set of Living Lab Phase I projects, as soon as weather permits and in conjunction with ongoing community engagement. In summary, staff proposes to:

- Retain buffered bike lanes on Spruce Street
- Retain and modify protected bike lanes on Baseline Road.
- Remove protected bike lanes and re-install buffered bike lanes on University Avenue (9th Street to Broadway)
- Retain back-in angle parking and continue to monitor on University Avenue (Broadway to 17th Street)

Staff will also continue to monitor and evaluate the remaining Phase I projects and will return to council in second quarter 2016 (May) with an update regarding overall Living Lab program as part of the TMP update.

More information on the Living Lab program, Phase I projects, and community feedback is available at https://bouldercolorado.gov/goboulder/living-lab.

ATTACHMENT
Attachment A: Description and map of Phase I projects
Attachment B: Dec. 14, TAB draft meeting minutes

LIVING LAB PHASE I PROJECTS - FACILITY DESCRIPTIONS

1. BUFFERED BIKE LANES - SPRUCE STREET

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. In August 2013, the city installed buffered bike lanes along Spruce Street from 15th Street to Folsom and along University Avenue from 9th Street to Broadway. In October 2014, the University Avenue buffered bike lanes were removed and replaced with parking protected bike lanes.

2./2.A PROTECTED BIKE LANES - UNIVERSITY AVENUE AND BASELINE ROAD

A protected bike lane is an on-street buffered bicycle lane that is physically separated from vehicle traffic by flexible posts, parked vehicles, planters, or a curb. In August 2013, the city installed protected bike lanes along Baseline Road from 30th to 37th Street. In October 2014, parking protected bike lanes were installed along University Avenue from 9th Street to Broadway.

3. BACK IN ANGLE PARKING - UNIVERSITY AVENUE

This treatment changes front-in angled parking to back-in angled parking adjacent to a bike lane in an effort to reduce the potential for conflict and documented collisions between cyclists or motor vehicles on the street and vehicles backing out blindly into their path. In August 2013, back-in angle parking was installed along University Avenue between Broadway and Macky Drive.

4. DASHED BIKE LANES - HARVARD LANE

Used on low volume streets that are too narrow for traditional bike lanes, this treatment is marked with a skip stripe pattern (not a solid stripe) between the travel lane and bike lane. No centerline is striped on the two-way street. The vehicle travel lanes are narrowed to accommodate a minimum standard width of five feet for each bike lane. This bike lane treatment prioritizes space for bicyclists while allowing motorists to encroach into the bike lane if needed to pass oncoming motor vehicles. In October 2014, dashed bike lanes were installed along Harvard Lane between Darmouth Avenue and the Broadway multi-use path north of Table Mesa Drive.

5. BIKE BOX - FOLSOM STREET

A bike box is a designated area in front of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible place to wait during the red signal phase. Bike boxes help prevent 'right-hook' conflicts with turning vehicles at the start of the green signal phase. Motor vehicles are prohibited from making right turns during red signal phase and must yield to bicyclists within the bike box. The bike box was installed in the southbound lane on Folsom Street at Arapahoe Avenue in July 2015.

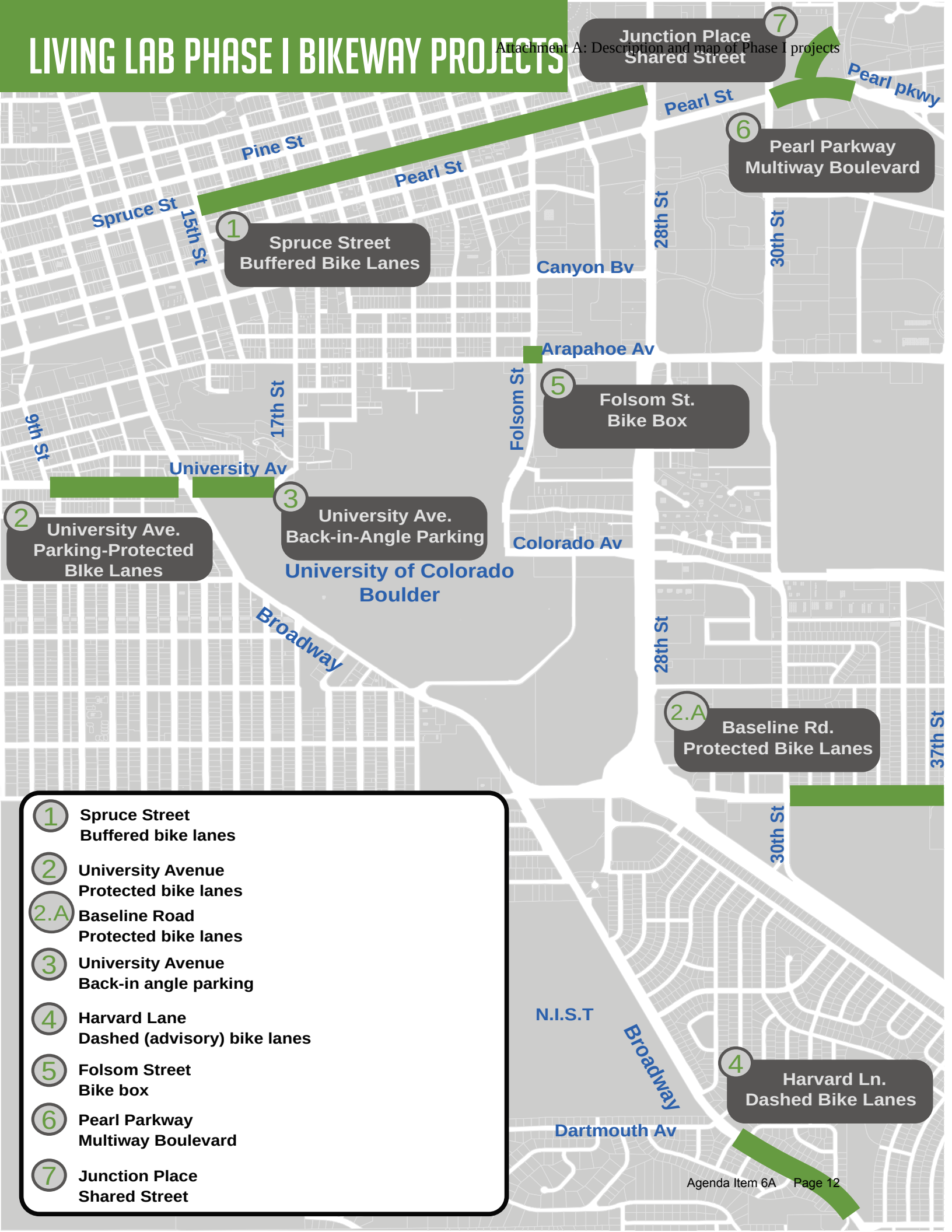
6. MULTIWAY BOULEVARD - PEARL PARKWAY

A multi-way boulevard provides center through lanes and parallel local access lanes separated from one another with tree-landscaped medians. The purpose is to provide buffered pedestrian spaces, bicycle access, and parking areas that are separated from through traffic and create a more attractive and inviting boulevard environment. As part of the Boulder Junction area, the city completed construction of a multi-way Boulevard along Pearl Parkway from 30th Street to the BNSF railroad tracks in July 2015.

7. SHARED STREET - JUNCTION PLACE

A shared street allows pedestrians and bicyclists to utilize roadway space along with motor vehicles. Shared street design techniques remove curbs, roadway markings and traffic signs. It is designed with distinctive streetscape features that minimize separation among transportation users. As part of the Boulder Junction area improvements, the city completed construction of a shared street along Junction Place from north of the transit station at Depot Square to Goose Creek.

LIVING LAB PHASE I BIKEWAY PROJECTS



1. Spruce Street
   Buffered bike lanes
2. University Avenue
   Protected bike lanes
2.A. Baseline Road
   Protected bike lanes
3. University Avenue
   Back-in angle parking
4. Harvard Lane
   Dashed (advisory) bike lanes
5. Folsom Street
   Bike box
6. Pearl Parkway
   Multiway Boulevard
7. Junction Place
   Shared Street

CITY OF BOULDER
BOULDER, COLORADO
BOARDS AND COMMISSIONS MEETING
MINUTES

Name of Board/ Commission: Transportation Advisory Board

Date of Meeting: 12 December, 2015

Contact Information Preparing Summary: Meredith Schleske 303.441.3204

Board Members Present: Zane Selvans, Chair; Dom Nozzi, Daniel Stellar, Bill Rigler, Andria Bilich
Board Members Absent:

Staff Present: Michael Gardner-Sweeney, Interim Director of Public Works for Transportation
Bill Cowern, Transportation Operations Engineer
Kathleen Bracke, GO Boulder Manager
Marni Ratzel, Senior Transportation Planner
Dave "DK" Kemp, Senior Transportation Planner
Meredith Schleske, Board Secretary

Type of Meeting: Advisory/ Regular

Agenda Item 1: Call to Order **[6:04 p.m.]**
The meeting was called to order at 6:04 p.m.

Agenda Item 2: Approval of minutes from 12 October and 9 November 2015 **[6:04 p.m.]**
Move to approve 12 October and 9 November, 2015 minutes as presented.
Motion: Rigler Second: Stellar
4:0:0 Motion Passes (Bilich absent, arriving at the meeting @ 6:15 p.m.)

Agenda Item 3: Public Participation **[6:04 p.m.]**
- None. Public participation closed.

Agenda Item 4: Public hearing and consideration of a recommendation regarding Living Lab Phase I) **[6:04 p.m.]**

Dave Kemp and Marni Ratzel gave the presentation to the board.

Executive Summary from Packet Materials:
The purpose of this item is to provide a Living Lab Phase I update and recommendations for consideration to the Transportation Advisory Board (TAB). Staff last briefed TAB on the Phase I pilot projects at the Sept. 15, 2015 meeting. Based on TAB feedback, staff conducted additional outreach and hosted an open house to seek additional feedback. This update includes the community feedback from the open house, project evaluation highlights, and staff recommendations for the Phase I projects.

Phase I of the Living Lab program provides a forum for testing new, innovative facilities and contemporary treatments to improve Boulder's existing bicycle infrastructure. Phase I projects began in 2013 as part of the community engagement process for the Transportation Master Plan (TMP) update and have been opportunistic and primarily bicycle related. User feedback is an integral element of the evaluation process coupled with technical data and field "before and after" behavior observations. The Phase I analysis process is also being informed by the lessons learned from the Living Lab Phase II experience related to Folsom Street.

Requested Action from TAB:
Staff requests Transportation Advisory Board consideration of this matter and approval of recommendations as summarized below:
1. Buffered bike lanes - Spruce Street (15th to Folsom streets) – Keep as-is. Refine buffered bike lane design when Spruce is re-striped.
2. Protected bike lanes - Baseline Road (30th to 37th streets) – Extend to Mohawk Dr. and remove concrete parking stops.
3. Protected bike lanes - University Avenue (9th Street to Broadway) – Convert back to buffered bike lane configuration.
4. Back-in angle parking - University Avenue (Broadway to 17th Street) – Keep as-is and continue to monitor.
5. Continue monitoring and evaluating the remaining Phase I projects.

Board member Andria Bilich arrived at 6:15 p.m.

Public Comment: None. Public comment closed.

Board discussion and comments included: **[6:23 p.m.]**

- Questions about refinement of buffered bike lanes on Spruce Street. They will be restriped, signage made consistent with other locations, and a decision made on which style of buffered bike lane to use.
- Expressions of broad support for the program.
- Questions regarding criteria, and validity thereof, by which decisions were made.
- Comments supporting narrowing of traffic lanes and reduced car speed. Recognize the scope and goals of the project.
- Discussion regarding crash data and trends at specific locations.
- Concerns regarding tone and reactive or proactive messaging to the community and Council.
- Encouragement to identify and benefit from lessons learned, filtered through the Folsom experience.

Motion: Motion to recommend to City Council retention of buffered bike lanes on Spruce Street, extension of protected bike lanes on Baseline Road, conversion of protected bike lanes on University Avenue to buffered bike lanes, retention of back-in angle parking on University Avenue, and continued monitoring and evaluation of remaining Phase I projects. Motion including concerns regarding communications, data, and decision-making.

Motion: Bilich Seconded: Selvans
Vote: 4-0-1, Rigler abstained, Motion Passes

Bill Cowern, Marni Ratzel, and Dave "DK" Kemp were excused. **[7:26 p.m.]**

Agenda Item 5: Matters **[7:26 p.m.]**

A. Matters from the Board

- **Updates re: collaboration with other city boards** – there was none.
- **TAB input for Council retreat**
  - In response to public feedback, Council requests annual input to their planning process and priority setting via Board letters to Council, due December 21st. TAB was provided with the letter they wrote to Council last year.
  - General agreement that TAB urges Council to remain committed to, and work directly with RTD to improve, Flatiron Flyer.
  - Access Management and Parking Strategy (AMPS), community rider bypass, wellbeing of cyclists, continued bicycle treatments such as protected bike lanes, renewed vision for transit and corridor studies were discussed as important focal points.
  - Feedback to Council should align the Transportation Master Plan (TMP) and Boulder Valley Comprehensive Plan (BPCP).
  - Request TAB involvement or input to the BVCP.
  - TAB would like Council to "stay the course" and move forward with the TMP and BVCP in alignment with values and vision of our community.
  - Refer to lessons learned.
  - More effective communication with the community and subgroups such as concerned cyclists is desirable.
  - Look at notes from TAB's 2015 retreat.

  Other discussion included educational opportunities including a 2016 retreat and community experts. Staff can arrange an update to TAB regarding the BVCP.

  Action: Chair Selvans appointed Board members Bilich and Rigler to draft the TAB letter to Council and directed staff to follow up on any potential to extend the letter due date past 12/21/2015.

Andria Bilich was excused at 7:48 p.m.

Board member Rigler brought up the below matter(s):

- Requested an update on the search for a new Transportation Director for Public Works – Interviews are intended to be conducted in January/February. An informal public reception is likely and the candidate to possibly be on the job in March. Board member Stellar is interested in being involved in the process in some manner; Interim Director Sweeney will relay the request.

- **ACTION: Staff will poll TAB members for a date to debrief Living Labs phase II.**

B.) Matters from staff/Non Agenda: [7:53 p.m.]

- **Living Lab phase II updates:** – transitioning from weekly to monthly on the website. City Council requested a map of crashes, also on the website. Travel time is now comparable to before implementation, slight increase in travel volume over a month, car speed reduced 2-3 mph than before, crashes increased.

Action: Staff will ensure that relevant transportation statistics are posted on Facebook and Twitter.

- A transportation report on transportation from 2012 to 2015 for each TMP focus area using the nine measurable objectives will illustrate accomplishments. Anticipated completion by 2015 year-end.
- Community-wide Eco Pass report – Technical Advisory Committee continuing to work, evaluating pricing models, working with RTD. RTD's new director is committed to working with Boulder.
- Flatirons Flyer – staff is trying to engage RTD in communication with the public and clarifying changes to the public. RTD is reducing number of buses serving the route and service stops to three inbound; eight outbound. Will make service faster but rider feedback to date has been negative. Staff recommended not eliminating stops at locations with greatest ridership. RTD states they intend to monitor. Service is scheduled to begin January 3, 2016 with an opening celebration January 7.

  Action: Staff will prepare talking points for TAB members wishing to attend the opening celebration, with emphasis on longstanding ridership. City priorities in this area are to maximize existing and new ridership and strategic access.

- **Safe Route to School** – Two grant applications due in January. The programmatic section will be education in schools; infrastructure focus will be sidewalk improvements 19th Street from Norwood to Sumac. These federal grants are for five years.
- Board member Stellar inquired if there was any report from the Paris Climate Conference or resulting updates to the TMP. Staff understanding is that former mayor Appelbaum will make a presentation.

Agenda Item 9: Adjournment [8:10 p.m.]

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 8:10 p.m.

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

Motion passes 4:0

Date, Time, and Location of Next Meeting:

The next meeting will be a regular meeting on Monday, 11 January, 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.