



INFORMATION PACKET MEMORANDUM

To: Members of City Council

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Date: February 18, 2014

Subject: Information Item: Update on Integrated Sustainability Planning Initiatives with a focus on Transportation Master Plan Update, Access Management and Parking Strategies, and Climate Commitment.

EXECUTIVE SUMMARY

This memo provides City Council with information on three related and integrated work efforts: the Transportation Master Plan (TMP) Update, Access Management and Parking Strategy (AMPS), and Climate Commitment.

Each of these work efforts are guided by the Boulder Valley Comprehensive Plan's (BVCP) Sustainability Framework and related to other city sustainability goals. The interdepartmental staff teams and the Executive Oversight team established early in the TMP update process assures that these city work efforts are developed through on-going integration and collaboration. The body of this memo provides a brief status report for each of the following projects as well as information of upcoming work activities:

- TMP Update is moving forward with technical work and public outreach for the focus areas and objectives approved by council. Transit system scenario testing,

pedestrian/bicycle innovations, Community-wide EcoPass Feasibility Study, ongoing financial analysis, and metrics updates and modifications are underway.

- The AMPS team has hired a consultant team and is moving forward on developing a multi-year work plan with interdepartmental staff working groups in seven focus areas.
- The Climate Commitment work effort currently underway includes updating the city's greenhouse gas emissions (GHG) inventory, establishing an evaluation and report methodology, working with the Energy Futures team to identify next generation energy efficiency and energy source strategies, and initiating a TravelWise Working Group to focus on GHG reduction strategies in the transportation sector in coordination with the TMP update.

Similarly, staff is collaborating on the city's Comprehensive Housing Strategy as well as the North Boulder and East Arapahoe corridor planning efforts and will provide more details regarding these initiatives in future updates to council.

At its regular Study Session on Tuesday, Feb. 11, City Council will discuss the citywide work plan. Feedback from the work plan discussion may result in project timeline adjustments in relation to citywide priorities.

FISCAL IMPACT

These three integrated work efforts are supported by existing staff and funding from the city's 2014 budget. This funding largely supports consultant analysis and community outreach efforts.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS

Economic: Transportation costs are a significant portion of household expenses and important to business competitiveness and employee retention. Enhancing travel options for residents and employees supports more sustainable travel behavior, GHG reduction and the movement of goods and people essential to the local economy. Providing regional transit and last mile travel options is particularly important for in-commuting employees and GHG reductions. Completing the walk, bike and transit systems and supporting their use with effective Transportation Demand Management (TDM) programs responds to the lifestyle choices and desires of younger workers, particularly those in the "creative class" that are a foundation of the Boulder economy. In the commercial areas, a well-balanced access management system accommodating all modes – autos, bikes, transit and pedestrians – is essential to ensure the city's economic vitality.

Environmental: Achieving the city's goals of reducing single occupant vehicle (SOV) travel and achieving an 80 percent reduction in GHG will have immediate and long term environmental benefits. Transit has the potential to replace mid and long distance SOV trips with significant GHG emission reductions. Biking and walking are zero emission transportation options reducing green house gas and vehicle miles traveled. TDM programs built on the base of parking management are key to reducing the number of trips made by cars.

Social: Enhanced travel options improve access for all community members. Improved

transit access is particularly important to seniors, low income residents and people with disabilities. Recent research shows that transit riders tend to walk more and are healthier than auto commuters while neighborhood accessibility is an increasing focus related to public health for both children and adults. The increased focus on transit, accessibility and TDM will contribute to a safer and more connected community, including expanding travel choices for low-income, older adults and children. Access/parking management is a means to maintain quality of life in residential areas adjacent to commercial districts, universities and high schools.

BACKGROUND

Boulder Valley Comprehensive Plan/ Sustainability Framework

Since the adoption of the 1978 city-county BVCP, the plan has provided strong policy direction to manage and focus growth into the urban area, protect the environment and increase the quality of life in the community.

The city and county seek to maintain and enhance the livability, health and vitality of the Boulder Valley and the natural systems that it is a part of, without compromising the ability of future generations to meet their needs, anticipating and adapting to changes in community needs and external influences. Taken from the BVCP, the Sustainability Framework has been refined into the following seven broad categories guiding these work efforts: Safe Community; Health & Socially Thriving Community; Livable Community; Accessible & Connected Community; Environmental Sustainable Community; Economically Vital Community; and, Good Governance. Descriptions of these areas are contained in **Attachment A**.

TMP Policy Direction

As with other master plans, the TMP is set within the broader context of the BVCP, with the resulting transportation system expected to support the sustainability and quality of life goals set by the community. The TMP is a mature plan reflecting more than 20 years of consistent policy direction, with the documented results presented to council in a study session on Aug. 27, 2012 as part of the Policy Refinement phase. Council approved the update work program in September 2012 with the following elements:

- Maintain the existing four TMP Focus Areas: Complete Streets, Regional Travel, Transportation Demand Management, and Funding.
- Add “Integrate with Sustainability Initiatives” as a new, fifth Focus Area. For example, this includes integrating TMP Update activities with the city’s Sustainability Framework development, Civic Area plan, Climate Commitment, Parking and Access Management Strategy, Comprehensive Housing Strategy and other city-wide planning initiatives.
- Add three new measurable objectives of *Safety, Neighborhood Accessibility, and Vehicle Miles Traveled (VMT) Per Capita for residents and in-commuters.*

Access Management and Parking Strategy

The AMPS was presented to council at the April 2013 study session and is intended to take a comprehensive look at how all access and parking management is integrated throughout the city. It is a strategy rather than a stand-alone plan, so it is envisioned to be a phased, multi-year effort

that integrates with the scope and timing of all the other related planning initiatives such as TMP update, Climate Commitment, East Arapahoe corridor, North Boulder plan update, and Comprehensive Housing Strategy.

Through several staff workshops and input from the Transportation Advisory Board (TAB), Environmental Advisory Board, Planning Board, and the District Boards, the AMPS effort has identified the following areas of focus. Each area of focus will include analysis of existing parking districts as well as city-wide applications: 1) District Management; 2) On and Off Street Parking; 3) Transportation Demand Management; 4) Technology and Innovation; 5) Zoning and Code Requirements; 6) Enforcement and Compliance; and 7) Parking Pricing.

Climate Commitment

The Climate Commitment builds on the previous Climate Action Plan and is intended to be a coordinated effort across city master plans that integrates climate action into the full range of city initiatives and investments, and make GHG reduction targets a central focus of planning and action in each key area of GHG emissions. The July 30, 2013 study session presented a range of longer term goal options and their implications in setting interim decadal reduction goals for each of the major GHG emissions categories: energy efficiency and conservation (Better Buildings), energy source change (Ramp-up Renewables) and transportation (Travelwise). Actions in the other four major “pillars” will also be the focus of subsequent efforts (Waste Not, Every Drop, Grow Green, and Community Design). During the study session, council provided preliminary direction for a long-term goal to reduce greenhouse gas (GHG) emissions 80 percent below 1990 levels by 2050.

ANALYSIS

Summaries of the planning work for the TMP Update, AMPS, and Climate Commitment projects are provided in the following section, and work in each of these planning initiatives is being developed in collaboration with interdepartmental staff teams as well as joint outreach events with the community:

TMP UPDATE

The TMP benefits from more than 20 years of consistent policy direction and progress. Since the 2003 TMP, the plan is also cast as a living document with an adopted amendment process meant to keep it consistent with other city plans. The continued development of these integrated planning efforts will influence both the TMP update and its action plan. The TMP update policy recommendations and action plan will then help to inform the upcoming update to the BVCP, reflecting the iterative cycle and evolution of all of these plans to reflect the community values over time. The plan will be amended as needed to reflect the outcomes of these projects.

TMP Focus Areas

Planning work is underway in all TMP focus areas with substantial progress and products in the Complete Streets Focus Areas. A brief summary of the work and progress in each area is

provided below and a new video highlighting the TMP Update focus areas and work to-date with the community is available at www.BoulderTMP.net

Complete Streets

The Complete Streets Focus Area includes all the modes of travel, including the major work in the areas of Bicycle/Pedestrian Innovations and Transit Planning.

Bicycle and Pedestrian Innovations

In the bike area, the emphasis of this update is attracting and better accommodating “Interested but Concerned Cyclists” and in particular increasing trips by older adults, women and families with children. And for pedestrians, the city has introduced a Walk Audit program to work with community members to learn what makes a good pedestrian environment. Both the Walk Audits and the testing of a variety of new bicycle facilities and programs are part of the Living Laboratory effort.

Living Laboratory

A number of Walk Audits have been conducted giving staff and community members insight into the varying contexts of the existing built environment and the extent they meet the needs and desires of pedestrians in creating a sense of place. Additionally, the audits have helped identify design elements that support a walkable community. While audits were interrupted by the September flood event, additional Walk Audits will resume in the spring of 2014. Information from the audits can be incorporated into the Neighborhood Access Tool discussed below.

Installation of new bicycle treatment pilot projects began in August, with four completed before the flood. These treatments include buffered bike lanes along Spruce Street from 15th to Folsom streets and along University Avenue from 9th Street to Broadway, back in angle parking from Broadway to 17th Street and a protected bike lane along Baseline Road from 30th to 35th streets. Additionally, the first segment of the multi-way boulevard along the south side of Pearl Parkway opened in October 2013.

The electric bike demonstration is underway as approved by council in September 2013. This pilot has a sunset date of Dec. 31, 2014.

Future bicycle pilot project treatments planned for installation in early 2014 include an advisory bike lane along Harvard Lane, a bike box for southbound Folsom Street at Canyon Boulevard, and a Bike Boulevard along 13th Street north of Balsam Avenue. The Phase II treatment to replace the buffered bike lanes along University Avenue with a bike lane protected by on-street parking is anticipated to be installed during the summer of 2014.

The bicycle pilot projects installed as part of the living laboratory are anticipated to continue for 12 to 18 months and their performance monitoring will include several qualitative and quantitative measurements.

A *Low-stress Bicycling Network Connectivity* analysis also is being conducted citywide to understand the functionality of the existing bike network and quantify the value of proposed projects. High-stress streets are measured as those with high speed limits, limited or non-existent bike lanes and signage, and large distances to cross at intersections.

A before/after-level analysis of the living laboratory pilot projects is planned to determine whether these treatments reduce stress level for bicyclists. The results of the low-stress network analysis also will help guide prioritization of potential transportation improvement projects that would create a connected, low-stress network. Staff is working with the BikeWalk Steering Committee and in partnership with the community (recent BikeWalk Summit) on development of the Bike & Pedestrian Action Plan that will be part of the TMP update.

Transit Planning

Transit ridership was identified in the Policy Review phase of the TMP Update as an area that has lagged in progress in recent years. The first phase of transit planning involved an extensive data collection and analysis effort of the existing transit system and best practices. This material was reviewed by the Transit Technical Advisory Committee (TAC) and is presented in the *Transit State of the System Report* available at www.BoulderTMP.net

Transit Scenario Development and Evaluation:

A key step in creating a renewed vision for transit is allowing the community to weigh the costs and benefits of various approaches to developing a complete transit system in Boulder and connecting with surrounding communities. By modeling distinct capital and operating strategies for a complete transit system, the scenario process provides a quantitative basis for justifying future investments and for identifying near-term transit enhancements that provide the greatest return on investment. The scenario evaluation process helps to:

- Illuminate possible futures, not “the” future plan;
- Test key constraints;
- Test tradeoffs; and
- Inform decisions.

Four transit scenarios were developed based on input from the Boulder community, TAC, RTD and the city interdepartmental team, a review of key operating data from the State of the System Report and high-level financial projections. The scenarios represent a range of strategies that highlight the framing concepts developed by the TAC and were financially constrained to amounts judged to be meaningful and achievable.

While the initial round of modeling will be based on existing land use and TDM programs, additional sensitivity analysis will consider factors like land use changes (based upon the city’s current land use plans) and more advanced TDM programs that affect transit use. These TDM programs include elements such as EcoPass expansion and parking district management as well as transit access and connectivity improvements. All results from the scenario analysis will be evaluated through a standard set of performance

measures aligned with the city's Sustainability Framework and presented to city boards and council for review in the 2nd Quarter 2014.

Regional Travel

The city continues to work with regional partners to advance TMP goals and address regional transportation opportunities and challenges, including the large number of daily in-commuters. Examples of current projects include construction of the managed lanes, and regional bus rapid transit (BRT) service and bikeway system along US 36, scheduled to be complete by first quarter of 2016. In addition, city representatives remain active on both the technical and policy planning committees to expand travel options on regional corridors through the RTD Northwest Area Mobility Study (NAMS). The TMP transit scenarios are consistent with the NAMS study corridors and data from the city's analysis has helped inform the study. The initial results of the NAMS analysis for the regional corridors were released in January 2014. Staff and the TMP consultant team have analyzed these results and compared them to the initial TMP transit results. Both seem to indicate that there is a significant opportunity to increase transit ridership on the regional corridors serving Boulder.

Transportation Demand Management (TDM)

The TDM focus area includes partnership activities in the areas of community-wide EcoPass with Boulder County, as well as a focus on updates to the city's TDM Tool Kit as part of the AMPS process. The Community-wide Eco Pass Feasibility Study is scheduled to be released before the end of February 2014. The data analysis and results of the feasibility study will be incorporated into the TMP Update, and specifically the development of future transit scenarios and investment plans.

Funding

With the recent voter approval of the transportation funding measures, approximately \$4.2 million per year will be generated, with \$3.2 million used for transportation operations and maintenance (O&M) and the remaining funds allocated to core system enhancements. In approving the two recent ballot measures, council also directed staff to continue to explore user-based funding sources for future additional/replacement funding. The TMP Update will outline a work plan/schedule and evaluation criteria for continuing to explore future transportation funding mechanisms.

Staff has continued the internal review of the existing TMP investment programs. The transportation funding ballot measures provided additional funding for filling the existing operations and maintenance deficit. The investment challenge for the update will be the level of transit and EcoPass funding desired by the community, and the need to reconcile and "right-size" the existing Fiscally Constrained, Action and Vision Plan investment programs with current economic realities and future trends.

Integrate with Sustainability Initiatives

This new TMP update focus area emphasizes city-wide integration under the city's Sustainability Framework. These are collaborative, interdepartmental project

management approaches for the TMP Update in coordination with the city-wide planning initiatives. For example, TAB and Transportation staff participated in a joint Board workshop on the Sustainable Streets and Centers and the East Arapahoe planning project on Dec. 19, 2013. This type of joint board workshop is an example of opportunities to integrate input from a variety of city boards on inter-related topics. Another joint board workshop is being scheduled for early April 2014 to include material from the TMP update, Climate Commitment and AMPS.

TMP Update Objectives

Following council direction for the TMP update, staff has been considering improvements to all of the existing TMP objectives as well as developing approaches to the three new ones. These improvements are meant to better reflect the multimodal approach of the plan as well as the need to account for vehicle miles of travel (VMT) relative to GHG goals. The International Council for Local Environmental Initiatives (ICLEI) methodology requires that the city account for half of the in and out-commute trips by non-residents employed in the Boulder Valley and by residents employed elsewhere. The transportation sector represents approximately 22 percent of the city's GHG emissions and initial consultant estimates show that in-commuters contribute 32 percent of these. Transportation staff is in the process of reviewing the consultant's methodology and developing a system for estimating external commuter VMT based on existing city data for use in the Climate Action inventory.

The remaining stages of the TMP update planning process will bring together the technical analysis and community input for all focus areas and objectives to create options for city board and council consideration. These options will represent new and/or refined policies, programs, projects, and potential action items to continue Boulder's progress in achieving a multimodal transportation vision as well as broader community goals.

ACCESS MANAGEMENT AND PARKING STRATEGY

Since the Study Session in April 2013, a cross-departmental team of 25 staff have developed a preliminary work plan within the AMPS focus areas, prioritized work items based on coordination with existing planning and work efforts, hired a consultant and developed AMPS guiding principles. **Attachment B** provides more detailed information regarding the AMPS guiding principles and areas of focus.

Over the next month, staff will finalize the scope of work with the consultant and develop a coordinated work program. A staff workshop will be conducted in late February or early March in preparation for the joint advisory board meeting scheduled in April. A study session will be scheduled with City Council by the end of the second quarter. In addition, a communication strategy and plan will be developed that will include regular check-ins with advisory boards, council and the public.

The proposed 2014 priority projects for AMPS are:

- TDM Tool Kit for the TMP Update;

- Short-term and longer-term planning and zoning code changes for both bike and automobile parking, including exploration of parking maximums;
- Technology improvements within the garages;
- “Parklet” Plan and pilot project on the Hill;
- Development of a public art plan for the downtown garages;
- Best practice research in the areas of district management, parking pricing and on and off street parking in order to coordinate with the Sustainable Streets and Centers Project, North Boulder Plan Update and East Arapahoe Plan;
- Installation of electric charging stations in the Broadway and Spruce Parking Lot;
- Development of an assessment by McKinstry of the downtown garages for energy generation opportunities; and
- Updated downtown access demand analysis based on the Civic Area Plan.

CLIMATE COMMITMENT – TRAVEL WISE

Over the past nine months, the Climate Commitment team has worked closely with the GO Boulder/Transportation team to integrate greenhouse gas (GHG) emissions into the transportation master planning process. This effort has involved a comprehensive assessment of existing data to determine the primary areas of GHG emissions among the different types of transportation—resident, non-resident employee, freight, student etc. Based on these categories, a series of strategy options were developed for more detailed analysis in the TMP process. Parallel to this effort, the joint Climate/GO Boulder team is also convening a technical working group to develop preliminary estimates for the range of GHG reductions that could be achieved across both existing transportation strategies and those identified for additional analysis. This will be compared to the overall goal of reducing GHG emissions by 80 percent below 1990 levels by 2050 to identify the amount of additional reductions that will need to be achieved through other measures. The products of this working group analysis will be completed in early April for inclusion in the final round of TMP analysis taking place April-June.

OTHER RELATED PROJECTS

While the three projects described above are closely related and the primary focus of this memo, there are a number of other planning projects underway that will inform the outcomes of these projects including the Comprehensive Housing Strategy, East Arapahoe corridor plan, and North Boulder Plan update.

Attachment C provides more detailed information regarding each of these projects.

Integrated Work Program

Since 2012, the city has focused on developing an integrated work program that supports the community’s desire to be a more sustainable, vibrant and inclusive while maintaining the high quality of life and environmental protection that characterizes Boulder. While the city has achieved significant success in many areas, the 2010 BVCP identified key trends influencing the update and the following work program. These trends include:

- Demographic challenges including an aging population, changing household structure and the lack of low and moderate income housing appropriate to these groups;
- Ramped up climate action to reduce GHG emissions and dependence on fossil fuels while being a leader in responding to climate change; and,
- Economic challenges of long-term changes in existing revenue sources combined with increased regional competition while the demand for services increases.

As a result of these identified challenges, the 2010 BVCP enhanced the Sustainability Framework and city structure elements of the plan. Recognizing the need for cross-cutting and mutually supportive actions to make significant strides toward city sustainability goals, city work efforts have been closely integrated across projects and departments. The integrated nature of the current work efforts are shown in the graphic in **Attachment D**. With the city's ambitious GHG reduction and transportation goals, analysis of efforts clearly shows that the city needs to accelerate the rate of change to achieve our Climate Commitment and transportation goals.

The interrelated nature of the challenges identified in the 2010 BVCP and the city's sustainability goals acknowledges that there are multiple projects focusing on various aspects of these challenges. While the projects are well integrated as the staff and work level, different project schedules and levels of technical development mean there will not be one point in time where all results are known. Consequently, a series of policy discussions and decisions are needed as each project produces results and conclusions that inform other efforts. As part of developing the work program that council will consider at the Feb. 11 study session, staff has been considering project schedules and products in the context of needed policy discussion with council. Periodic policy discussions and recognition of the iterative planning process is part of the on-going, continuous improvement model illustrated in **Attachment E**.

NEXT STEPS

At the Study Session on Tuesday, Feb. 11, City Council will discuss the citywide work plan. Feedback from the work plan discussion may result in project timeline adjustments in relation to citywide priorities. The below descriptions assume no adjustments are necessary.

Based on requests from the last joint board workshop, staff will be preparing materials for an additional joint board workshop planned for early April.

TMP Update

Major elements of the TMP update are scheduled to come to council at a study session on April 29, 2014. Following this discussion, these elements will be compiled into a draft TMP plan document. The draft plan will be reviewed by boards in May and June and is expected to come to council in July 2014.

TMP update efforts leading up to the study session include the BikeWalk Summit and continued assessment of the transit modeling and Community-wide EcoPass study results. Staff continues to develop the TDM Toolkit and the TMP investment program. The results of work in all five TMP Focus Areas will be presented at the April study session.

AMPS

Finalize the AMPS phased, multi-year work program with staff and the consultant based on coordination with other city efforts including the TMP Update, Climate Commitment and planning efforts. Present the work plan, guiding principles, schedule and communication strategy to advisory boards, public and City Council at a study session by the end of the second quarter.

Climate Commitment – TravelWise

On Feb. 12, the TravelWise technical working group will be convened to provide input on transportation related strategies. Following this meeting, subgroups will work on refining the analysis initiated during this meeting. Work products from these subgroups will be considered during a second working group meeting to be scheduled in late March/early April. The final reviewed analysis and recommendations will be forwarded back to Transportation staff by early-to-mid April.

Attachments:

- A. Sustainability Framework graphic
- B. Access Management and Parking Strategy graphic
- C. Project Summaries
- D. Integrated work efforts
- E. Continuous improvement illustration

SUSTAINABILITY FRAMEWORK

The city is continuously working to provide service excellence for an inspired future and moving towards the vision of One City, One Boulder. As part of this effort, the sustainability framework helps to provide a common language for community and City Council goals and priorities and ensure alignment across the city organization.

The framework uses seven broad categories as desired community outcomes necessary for Boulder's vision of a great community. When the city implements the strategies outlined in this framework, then Boulder will have a Safe, Healthy & Socially Thriving, Livable, Accessible & Connected, Environmentally Sustainable, and Economically Vital Community and provide Good Governance. Strategies to achieve those outcomes are developed and advanced in the annual budget as well as strategic and master plans.

GETTING AWAY FROM "SILOS" TO WORK TOWARD MULTIPLE GOALS

Alignment across the organization with the wide range of community priorities, allows the city organization to evaluate whether or not expectations are being met and to more nimbly adjust, if necessary. Overall, the framework encourages holistic, systemic thinking and allows for more strategic decision-making as the city moves together in the same direction. There are key concepts like resiliency, equity and engagement that are embedded in each category because they are essential in all areas.

USE THE FRAMEWORK IN PLANS, PROJECTS AND KEY INITIATIVES

Specific initiatives to achieve these Boulder outcomes and strategies are outlined in greater detail in master/strategic plans and the city's budget. Certain multiple-objective or cross-departmental projects will benefit from using the framework to guide strategies but it may not be effective or applicable for all projects. Efforts are ongoing to align the framework with budget process and key initiatives.



SAFE COMMUNITY: When the City of Boulder...enforces the law and protects residents and property from physical harm; and fosters a climate of safety and social inclusiveness...then it will be a **Safe Community**.



HEALTHY & SOCIALLY THRIVING COMMUNITY: When the City of Boulder... supports the physical and mental well-being of its community members; cultivates a wide-range of recreational, cultural, educational, and social opportunities; fosters inclusion, embraces diversity and respects human rights...then it will be a **Healthy and Socially Thriving Community**.



LIVABLE COMMUNITY: When the City of Boulder... sustains and enhances a compact development pattern with appropriate densities and mix of uses that provides convenient access to daily needs for people of all ages and abilities; supports a diversity of housing and employment options for vibrant and livable neighborhoods and business districts; and maintains abundant and accessible public gathering spaces... then it will be a **Livable Community**.



ACCESSIBLE & CONNECTED COMMUNITY: When the City of Boulder... maintains and develops a balanced transportation system that supports all modes of travel; maintains a safe system and shifts trips away from single-occupant vehicles; and provides open access to information, encourages innovation,

enhances communication and promotes community engagement... then it will be an **Accessible and Connected Community**.



ENVIRONMENTALLY SUSTAINABLE COMMUNITY: When the City of Boulder... promotes an ecologically balanced community; prevents and mitigates threats to the environment; and ensures the efficient use of energy resources...then it will be an **Environmentally Sustainable Community**.



ECONOMICALLY VITAL COMMUNITY: When the City of Boulder... develops and maintains a healthy, resilient economy and maintains high levels of services and amenities...then it will be an **Economically Vital Community**.



GOOD GOVERNANCE: When the City of Boulder...models stewardship of the financial, human, information and physical assets of the community; supports strategic decision making with timely, reliable and accurate data and analysis; and enhances and facilitates transparency, accuracy, efficiency, effectiveness and quality customer service...then it will have provided **Good Governance**.



Access Management & Parking Strategies



What is Purpose?

Building on the foundation of the successful multi-modal, district-based access and parking system, the Access Management and Parking Strategy (AMPS) will define priorities and develop over-arching policies, and tailored programs and tools to address citywide access management in a manner consistent with the community's social, economic and environmental sustainability principles.

The Access Management and Parking Strategy (AMPS) will :

- Be consistent with and support the city's sustainability framework: safety and community well-being, community character, mobility, energy and climate, natural environment, economic vitality, and good governance.
- Be an interdepartmental effort that aligns with and supports the implementation of the city's master plans, policies, and codes.
- Be flexible and adapt to support the present and future we want while providing predictability.
- Reflect the city's values: service excellence for an inspired future through customer service, collaboration, innovation, integrity, and respect.

AMPS Areas of Focus



District Management



Integration of public space management, parking management, business assistance, maintenance, and alternative modes services to the Downtown and University Hill commercial areas through the highest level of customer service, efficient management and effective problem solving in order to support economically and socially vital commercial areas.

Travel Demand Management Programs



Manage access in our commercial districts through alternative modes of transportation, including the downtown employee Eco Pass, eGo CarShare memberships, Boulder B-cycle stations, and pedestrian-based infrastructure improvements. Reducing employee automobile trips leads to increased parking supply for customers and visitors, and supports the city's Climate Action Plan.

Enforcement



Employ enforcement to ensure reasonable access and turnover for businesses, residents and visitors to support the health, safety, neighborhood livability and economic vitality of the City. Well-designed enforcement enables the City to maximize its use of the existing parking supply.

Technology



Research and utilize the most efficient technologies to manage existing and future parking and enforcement operations, and to improve the overall customer parking experience in Boulder.

Parking Management On Street and Off Street



Manage parking garages, on-street systems and enforcement for three of Boulder's commercial districts: Downtown Boulder, University Hill and, when completed, Boulder Junction, as well as, the 10 Neighborhood Parking Permit districts throughout Boulder.

Parking Code Requirements for Private Property



Consider code changes for private, off-street parking regulations in order to align policies with citywide goals for reducing single occupant vehicle trips, supporting alternative modes of transportation with the goal of creating vital centers and neighborhoods.

Parking Management through Pricing



Use pricing to effectively manage parking resources and balance the role of pricing in supporting the use of alternative modes of transportation with economic viability.

Access Management & Parking Strategies



Specific Guiding Principles



● **Provide for All Transportation Modes:** Support a balance of all modes of access in our transportation system: pedestrian, bicycle, transit, and multiple forms of motorized vehicles—with the pedestrian at the center.

- **Support a Diversity of People:** Address the transportation needs of different people at all ages and stages of life and with different levels of mobility – residents, employees, employers, seniors, business owners, students and visitors.
- **Customize Tools by Area:** Use of a toolbox with a variety of programs, policies, and initiatives customized for the unique needs and character of the city’s diverse neighborhoods both residential and commercial.
- **Seek Solutions with Co-Benefits:** Find common ground and address trade offs between community character, economic vitality, and community well-being with elegant solutions—those that achieve multiple objectives and have co-benefits.
- **Plan for the Present and Future:** While focusing on today’s needs, develop solutions that address future demographic, economic, travel, and community design needs.
- **Cultivate Partnerships:** Be open to collaboration and public and private partnerships to achieve desired outcomes.

Issues & Opportunities

- Meeting the access needs of our diverse customer base to our city centers – employees, visitors, customers, clients, residents; young, old, disabled and everything in between.
- Balancing the economic vitality of our commercial districts with other city sustainability goals: social and environmental.
- Maintaining neighborhood livability within the context of our compact, mixed use, higher density development model.
- Increasing our downtown employee alternative transportation mode-share by offering viable options and valuable incentives in a market now experiencing longer commuter miles.
- Balancing the demands for use of the public right of way: providing space for alternative modes, pedestrian walkability, socializing and having events.

2014 - Project Integration

Draft – 01/22/14

The Boulder Valley Comprehensive Plan has been in place since 1970 and updated periodically, most recently in 2010. It is the overarching long range vision and plan for the community. As a statement of community values, the Comprehensive Plan *seeks to protect the natural environment of the Boulder Valley while fostering a livable, vibrant, and sustainable community*. Core values include:

1. Sustainability as unifying framework to meet environmental, economic and social goals
2. A welcoming and inclusive community
3. Culture of creativity and innovation
4. Strong city and county cooperation
5. Our unique community identity and sense of place
6. Compact, contiguous development and infill that supports evolution to a more sustainable urban form
7. Open space preservation
8. Great neighborhoods and public spaces
9. Environmental stewardship and climate action
10. A vibrant economy based on Boulder’s quality of life and economic strengths
11. A diversity of housing types and price ranges
12. An all-mode transportation system to make getting around without a car easy and accessible to everyone
13. Physical health and well being

The Land Use and Area maps define the desired land use pattern for the valley regarding location, type, and intensity of development.

Key Integrated Housing, Transportation, Climate, AMPS, and Planning Projects

All projects strive to be consistent with the Comprehensive Plan and establish detailed policies, priorities, standards, etc.

Project	Description / Purpose	Major Milestones
Transportation Master Plan (TMP) Update	The TMP update will continue the city’s multimodal transportation system that serves as a model for sustainable travel. It will carry forward the vision and funding direction for achieving it. Existing Focus Areas are: Funding, Complete Streets (including transit, bike/ped, CU East Campus) Regional Travel, TDM. The update will add the new focus areas related to coordination and integration with the city’s Sustainability Framework and Priority-Based Budgeting approach and neighborhood accessibility, safety, and Vehicle Miles Traveled per capita.	Joint Board Workshop in April Council SS – April 29, 2014 Adoption – July 2014

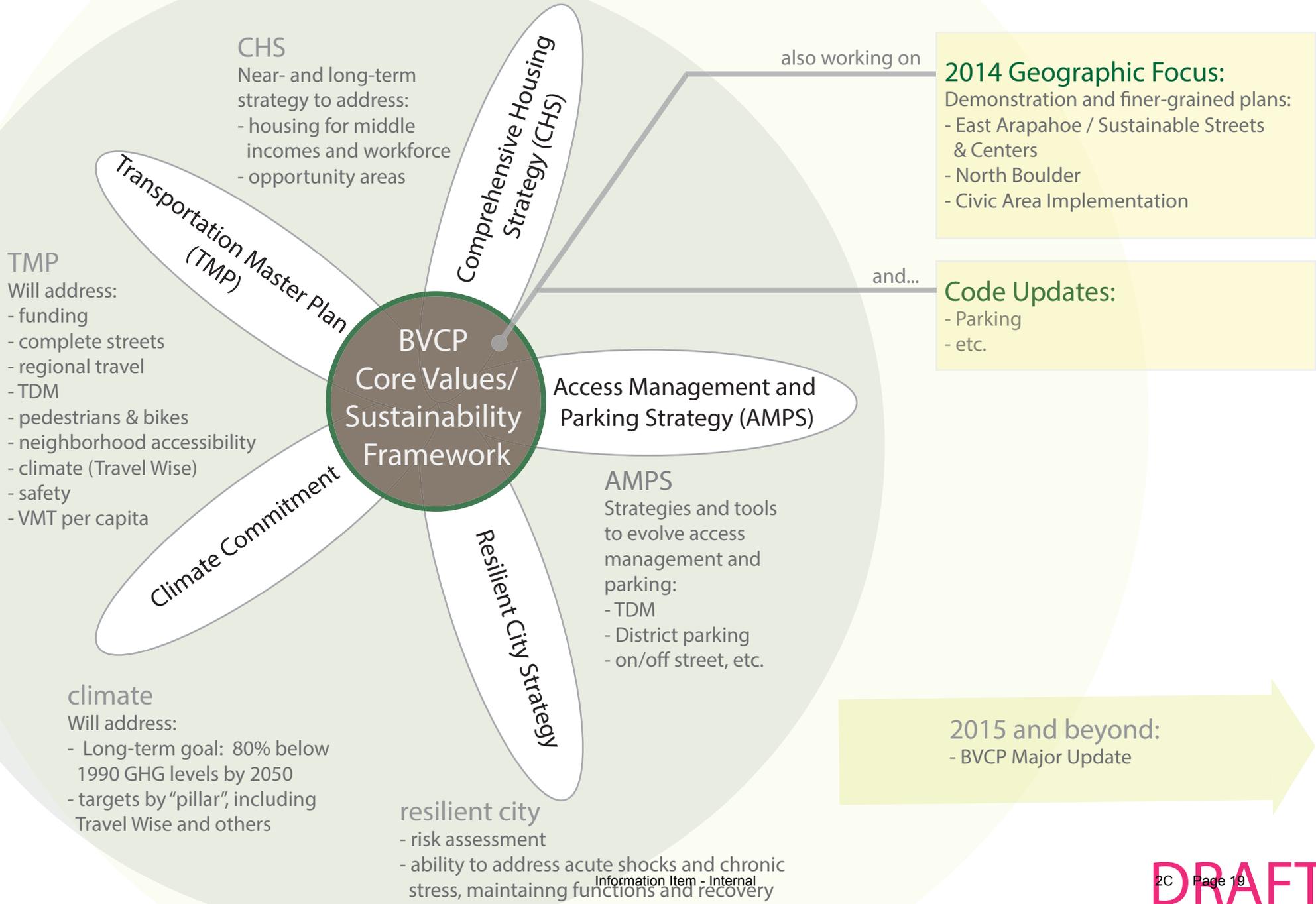
Project	Description / Purpose	Major Milestones
Boulder’s Climate Commitment	This project builds on the previous Climate Action Plan but will become a new “living” and iterative plan that is highly integrated with departmental master plans. The project will set a long-term goal to reducing greenhouse gas emissions (GHGs) across multiple focus areas – 80% below 1990 levels by 2050. It will integrate strategies, performance metrics, and new city and communitywide tracking and reporting systems. It will coordinate with internally-focused city strategies for reducing emissions and fostering behavior change to support climate goals. Additionally, the project will address and coordinate with adaptation and resiliency. As the plan policies and strategies are defined, pilot projects will be put in place to test them.	Apr – Travel Wise. July – Renewables Q4 – Strategy Approval
Access Management & Parking Strategy (AMPS)	The AMPS project will develop policies, strategies, and tools to evolve Boulder’s access and parking management program to a state of the art system reflecting the city’s sustainability goals. It builds on the foundation of the successful multi-modal, district-based access and parking system and will define priorities and over-arching policies and tailored programs and tools to address citywide access management in a manner consistent with the community’s sustainability framework. It will focus on TDM, District management, technology and innovation, zoning and code requirements, and best practices in specific areas.	Joint board workshop in April. Council SS - May
Comprehensive Housing Strategy	CHS is intended to be a next generation policy framework, along early action items, that will: <ol style="list-style-type: none"> 1. Guide on-going city support for permanently affordable housing for low and moderate income households; and 2. develop strategies for the retention of middle income households who are increasingly priced out of Boulder’s housing market. 	Council SS – February – Briefing (with other related efforts), work plan Council SS – May– objectives, recommended early action items
East Arapahoe Plan (combined with Sustainable Streets & Centers)	The “Area Plan Lite” approach that council has described can be tested here. The plan will be Visionary yet practical for the area and demonstrate Comprehensive Plan core values and sustainability. It will be underpinned by visualization and scenario development, powerful but rapid analysis, a clear set of guiding principles, as well as next-steps implementation. It will not contain the full level of detail that a typical area plan might or take as much time. However, the process should demonstrate how to effectively and quickly identify potential redevelopment areas and weigh choices about policy options, services, infrastructure investments, and feasibility. SS&C is intended to implement the community design/sustainable urban form policy section to the BVCP. It will be a tool to help shape urban form, improve quality of streets and centers, and provide design guidance. Later, the project will lead to identified and prioritized prototypes.	April – SS briefing – scope Workshops – May and June Q2 – Council SS
North Boulder Subcommunity	The project began in fall 2012 with discussions with interested community members, Planning Board discussion, a council IP, and a public meeting on Oct. 30. The update will identify market conditions, and address other needs such as 100-year floodplain,	March community workshop

Project	Description / Purpose	Major Milestones
Plan Update	possible need for grocery or retail to anchor the Village Center, transportation, and expansion of arts, culture, and a new library and define possible new directions for North Broadway.	April – Briefing for Council
Resilient City Strategy	Boulder is one of 33 worldwide inaugural member cities to be part of the 100 Resilient Cities program and will be hiring a “Resilience” assistant city manager and developing a Resilience Strategy over a two to three year period that will likely be coordinated with the Boulder Valley Comprehensive Plan and other master plans (format TBD).	Agenda Setting Workshop in April
Comprehensive Plan 2015 Major Update	Many of the topics to be identified in projects above may need to be revised during the 2015 Major Update. Community will begin to discuss the possible focus topics (e.g., refined Structure Plan to identify opportunity corridors and opportunity housing areas, resilience/hazard mitigation walkable (“15-minute”) neighborhoods, arts and culture, and food and agriculture), and ideas for public process, and phasing of the update. It will need to address 4-body review and the county IGA.	Scoping Q3 - Typically, the plan update takes 12 to 18 months.

The **Sustainability Framework** aligns master plan goals with priorities of the BVCP, PBB, community, and council. It improves alignment of citywide initiatives and services and integration of sustainability principles throughout the organization. The related indicators will result in set of carefully chosen summary measures or index that provide information on the state of, or change in, community systems.

City of Boulder - 2014 Integrated Planning

draft 01/27/14



City of Boulder Planning

community planning, housing,
transportation, access management
and parking, and climate

draft 01/28/14

CONTINUOUS IMPROVEMENT



Information Item - Internal

Planning Together

- Link with BVCP core values and sustainability
- Establish project goals
- Establish department leadership and teams
- Identify baseline, current actions
- Set goals and measures
- Evaluate using Sustainability Framework

Working Together

- Implement actions to achieve goals
- Capital improvements and coordination
- communicate with community
- Coordinate with "team"

Monitoring

- Monitor policies and programs
- Measure
- Document (Sustainability Index or Scorecard)

Acting and Updating

- Update plans
- Apply lessons learned
- Modify goals/measures if necessary