

Community Working Group Meeting #2

February 19, 2019
2160 Spruce Street, Boulder 80302 (Children Youth and Family Services Building)

DRAFT Meeting Notes v. 2

Attendance

Working Group Members in Attendance (in person and on the phone)

In person: Tim O'Shea, Patrick Menzies, Mark McIntyre, Mary Mahoney, Elizabeth Patterson (for Andrea Meneghel), Bryant Battenfelder

On the phone: Debra Capra, Valerie Soraci, Kim Calomino, Josh Sperling

City Staff and Consultants in Attendance

- City of Boulder: Chris Hagelin, Kathleen Bracke, Natalie Stiffler, Callie Hayden, Graham Clark, Gerrit Slatter, Bill Cowern, Randall Rutsch Tracy Winfree
- Barbara Lewis, Catalyst, Facilitator

Materials

Meeting Handouts: Place in Google Drive

- Unfunded Needs List
- Workgroup Charter

Introduction

Barbara Lewis (meeting facilitator) opened the meeting and explained the key purpose of the meeting, to communicate and gain feedback on the unfunded transportation needs. Barbara then reviewed the meeting agenda and members introduced themselves.

Charter

Barbara reviewed the changes made to the charter based upon the workgroup's input from the last meeting. She asked for approval of and commitment to the charter and all fully supported the charter, as revised.

Unfunded Needs

Chris Hagelin reviewed the different types of funding needs and walked the group through the Unfunded Needs List. Some of the questions addressed included:

- Are the estimates constrained?
- Is there any community involvement in providing maintenance to offset costs?

Action: Describe where costs are operational or management-related to Fleet maintenance. Replacement costs are built into unfunded needs calculations. Explore the City of Columbus' approach to fleet management.

Staff team members with expertise in the different types of needs then provided an overview of each area.

Routine Maintenance – Callie Hayden

Sweeping – The city tries to meet the DRCOG standard related to air quality and hazardous material removal. Also helps to maintain debris free bike lanes.

Street Maintenance – Includes potholes and smaller patches, as well as utility cuts as opposed to Capital Maintenance which includes repaving, chip sealing, crack sealing and major repairs.

Signs and Pavement Markings – Redo markings every 1 to 3 years. Signs are replaced every 20 years to maintain reflectivity.

Signals – Have reasonable budget for constant maintenance like changing light bulbs, but need funding to replace poles and mast arms on a regular schedule. The city is currently deferring maintenance on pole and mast arm replacement. To date, have never replaced a signal because of rust.

Question:

- Are we maintaining old signals at the expense of optimal signals?
 - This is an important theme to keep in mind for staff. At what point is it beneficial financially (i.e. a better Return on Investment) to replace infrastructure and equipment with new technology rather than maintaining old infrastructure and equipment.

Irrigation Improvements – We have 400 acres of greenscape. Failing to maintain irrigation infrastructure which keeps vegetation and trees alive, and need to get back up to industry standards.

- Why aren't ditches part of water and sewer? If it crosses a road, it is transportation's responsibility.
- What percentage of the system is existing versus new? 80% operations and maintenance and less 20% new enhancements.

- Why do residents see sidewalks and roads replaced when it doesn't seem they need to be? Operational and cost efficiencies exist when crews replace a set of sidewalks or repair roads in a specific area, as opposed to doing scattered projects that may have greatest need.

Capital Maintenance – Gerrit Slatter

Pavement – Maintenance for major streets, including overlay, chip seals, crack seals and concrete repairs. Have bond funding but it is not keeping up. Want to be at 75 to 80 but without additional resources we will go below 75.

Bridges – Bridges includes both large bridges, like the Broadway Bridge over Boulder Creek as was a many smaller structures like culverts. The city puts in pipe for irrigation district crossings and are responsible for maintaining these small “bridges” as well. Applies to bridges that are 4 feet to 10 feet and many of these are starting to fail.

Sidewalk – The city has been divided into 30 geographic sections for sidewalk maintenance. To maintain all the sidewalks it was determined that the city needs to replace/repair a section every year. Currently, resources enable the city to maintain one every 2 to 2.5 years. The city needs to at least double funding to keep up.

Bike Path – One pedestrian bridge is \$250 to 400K. In 2018, targeted to do 2 bridges. Funds also support repair of failing bike path pavement.

Action – Send map link for Capital Improvement projects, sidewalk improvements, pavement maintenance and snow removal corridors

Investment Priority

The group then looked at the investment priorities to identify which level they felt each need would fall under. The chart below shows where the group settled for each funding need.

Exercise: Investment Priorities

Need	Operations, maintenance safety	Operational efficiency and Options	Quality of life	Auto capacity	Notes
Signs and markings	x				Safety issue
Medians – landscape maintenance			x		Unless it is a visibility issues the consensus was that landscape maintenance is not safety issue, primarily aesthetic
Snow and ice removal - roadway	x	x			Snow removal is primarily about safety for roadways but is also critical for maintaining multimodal access. Additional funding needs to improve pedestrian and ADA access, access to transit, and ped crossings at medians and intersections
Snow and ice removal – bike/ped/transit	x	x			
Sweeping	x	x			Safety in terms of air quality and public health, operations efficiency for debris removal
Signals	x				Maintaining safe operating conditions
Streets	x				Maintaining safe operating conditions
Pavement	x				Maintaining safe operating conditions
Bridges	x				Maintaining safe operating conditions
Bike paths	x				Maintaining safe operating conditions
Sidewalk	x				Maintaining safe operating conditions
Irrigation			x		Quality of life, maintaining trees and vegetation

Wrap Up

The group agreed to finish the discussion of funding needs for transit and traffic perations, the Capital Improvement Program (CIP), planning and programmatic efforts the next meeting.

