

Community Working Group Meeting #3

March 12, 2019
1101 Arapahoe New Britain Building

Meeting Notes

Attendance

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

In person: Matt Muir, Josh Sperling, Mark McIntyre, Mary Ann Mahoney, Andrea Meneghel,

On the phone: Debra Capra, Valerie Soraci, Kim Calomino, Tim O'Shea, Don Archibald

City Staff and Consultants in Attendance

- City of Boulder: Chris Hagelin, Natalie Stiffler, Graham Clark, Bill Cowern, and Tracy Winfree
- Barbara Lewis, Catalyst, Facilitator

Materials

Meeting Handouts: Place in Google Drive

- Updated Unfunded Needs List
- Meeting 3 Powerpoint Presentation

Working Group Pathway

Chris Hagelin updated the working group on the new timeline for meetings:

- April 2: Meeting 4 will cover potential funding mechanisms
- April 23: Meeting 5 will focus on aligning mechanisms with unmet funding needs and will be a joint meeting with the city's Transportation Advisory Board.
- May 14: Meeting 6 will focus on developing a recommendation that will be brought to TAB and Council. The working group can decide to have a smaller subgroup work with staff on the development of a draft set of recommendations for the group to review and finalize via a shared document.

Unfunded Needs

Chris Hagelin reviewed the discussion of Meeting 2 on the first half the Unfunded Needs

Assessment including how the working group members ranked the needs related the city's Investment Priorities

Traffic Operatoins – Bill Cowern

Modernization of traffic signals: Additional funding is need to maintain the physical infrastructure of the traffic signals, such as the poles and mast arms, but this particular line item is about updating the traffic signal operations including software and communication between signals and the operation center.

Radio Infrastructure: This unfunded improvement will update the communications and serve as an interim update prior to full broadband implementation.

- Working Group members asked if this was part of 2A funding and staff will check on this

Big Data Analytics: This unfunded need would provide funding dedicated to upgrades the city's vehicle count program using today's innovative technology, including big data from cell phone data collection.

- As a follow-up to working group member questions, Bill clarified that this data is purchased from third party providers, such as Acyclica or Streetlight.

Green Pavement Markings: The city recently began using green pavement markings to signal drivers when there were possible conflicts between vehicles and bicyclists in existing bike lanes at particular intersections. The city will continue this practice as part of vision zero efforts and will need to have funding to maintain these markings that wear out over time.

Transit Capital and Operations- Natalie Stiffler

HOP electrification: Natalie explained that this unmet funding need would fully electrify the HOP fleet over time.

Transit Service Operations: Natalie reviewed for the working group the type of services this level of funding would provide and a portion of the Renewed Vision for Transit

- In response to questions, Natalie explained that the transit service unmet need funds did include funding for micro-transit pilot services and that the HOP retrofit technology is still unproven. Also that while electrification does save on fuel costs, the cost of paying the driver is far higher a cost than fuel.
- Natalie also clarified that the \$5.7m is only a part of the full Renewed Vision for Transit and specifically represents some near-term local improvements. She also explained that if the city were to control local service, they could have more flexibility on the size and types of buses/vehicles used for transit.

- Working group members agreed that is important for the city to partner with CU and VIA as we work toward both electrification and local service improvements.

Planning and Programs- Chris Hagelin

CIP: Chris explained that a combination of inflation, material and labor costs, and increased competition for external funds have contributed to an under-funded capital improvement program.

Planning and Programs: In this category, Chris explained the importance of having the necessary resources for planning, including personnel, to design, implement, maintain and evaluate projects and programs. And while some of the identified unmet needs were related to expanding existing or starting new programs, it also include additional staff to implement the TMP Action Plan.

- Working Group members asked questions related to safety and security, especially related to woman using our multimodal system and if any data was available. Bill explained that there was specific data on security, we have demographic data on safety and that the city understands there is anecdotal evidence that security concerns need to be addressed.
- Chris explained that policy and pilot ideas formation on curbside management for TNCs was already underway as a part of AMPS and the TMP update.
- Josh suggested that spending more resources on TDM would be better time spent that working with RTD and asks that staff look into what the city of Buffalo is doing regarding TDM requirements of expanding businesses.

Investment Priority Exercise

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
Traffic Signal Modernization	X	x			Maintaining safe operating conditions and optimizing multimodal operations
Radio Infrastructure	X	x			Maintaining safe operating conditions and optimizing multimodal operations
Broadband	X	X	X	x	Can related to every level, but primarily safety and multimodal operations for future advance mobility
Big Data Analytics		X			Multimodal operations improvements
Green Pavement	X				Maintaining safe operating conditions
Hop Electrification	x	x	x		Public health, operational efficiency and noise abatement
Transit Service		2			Multimodal operations improvements
Capital Improvement Program	X	x			Maintaining safe operating conditions and optimizing multimodal operations
Corridor Planning		x			Multimodal operations improvements
Vision Zero	x				Maintaining safe operating conditions
Innovation and Advanced Mobility		x			Multimodal operations improvements
Low Stress Bike Network	x	x			Maintaining safe operating conditions and optimizing multimodal operations
Bike and Ped Program	x				Maintaining safe operating conditions through education and encouragement
TDM and Eco Pass Programs		x			Multimodal operations improvements

Wrap Up

The next steps will be to review the range of possible local and regional funding mechanisms to fund the identified unmet needs.