

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

<b>Name of Board/ Commission:</b> Transportation Advisory Board (TAB)
<b>Date of Meeting:</b> April 11, 2022
<b>Contact Information Preparing Summary:</b> Meredith Schleske 303.441.3204
<b>Board Members Present:</b> Tila Duhaime, Chair; Rebecca Davies, Alex Weinheimer; Ryan Schuchard; Triny Willerton
<b>Staff Present:</b> Erika Vandenbrande, Director for Transportation and Mobility Valerie Watson, Transportation Planning Manager Gerrit Slatter, Principal Transportation Projects Engineer Devin Joslin, Transportation Engineering Senior Manager Mike Sweeney, Transportation Engineer Senior Project Manager Mike Koslow, Transportation Engineer Senior Project Manager Veronica Son, Transportation Engineer Jean Sanson, Transportation Principal Planner Chris Hagelin, Transportation Principal Planner Danny O'Connor, Principal Transportation Planner, Transit Program Manager David "DK" Kemp, Transportation Senior Planner Liv Lewin, Transportation Senior Planner Gastonia Anderson, Budget Senior Analyst Meredith Schleske, Board Secretary
<b>Also Present:</b> Carly Sieff, Fehr & Peers Transportation Solutions
<b>Type of Meeting:</b> Advisory/ Regular
<b>Agenda Item 1: Call to Order</b> <span style="float: right;"><b>[6:00 p.m.]</b></span>
<b>Instructions to Virtual Meeting Participants (not an agenda item)</b> – Veronica Son, technical host reviewed rules and technical operations on the virtual platform.
<b>Agenda Item 2: Approval of March 2022 Minutes</b> <span style="float: right;"><b>[6:05 p.m.]</b></span> <b>Motion: Approval of February 2022 Minutes as revised to correct acronym "TOD" to "transit-oriented development", correct "backup curb" to "back of curb", replace "insufficient" with "deficient".</b> <b>Motion:</b> Weinheimer <b>Second:</b> Schuchard <b>3:0 Motion Passes.</b>
<b>Recent Traffic Fatality and Injuries</b> <span style="float: right;"><b>[6:08 p.m.]</b></span> Duhaime, Vandenbrande and Weinheimer made comments. Chair recognition of two recent fatality and serious injuries crashes at Foothills Parkway in various sections. Continue to make sure that community does not treat these as statistics but as impacting real human beings with names and to note every time that our transportation system is failing to keep them safe. We must continue to address our dangerous roadways as our most important responsibility, reiterate request for regular reports from Boulder Police Department (BPD). Weinheimer - It is a reminder that arterials are killing members of community, we have more work to do. Vandenbrande - Staff are also saddened, striving to reach Vision Zero goal. Working to schedule BPD in June.
<b>Agenda Item 3: Welcome New TAB Members, Administer Oath</b> <span style="float: right;"><b>[6:11 p.m.]</b></span> Tila Duhaime welcomed the new TAB members; TAB Secretary asked them to read their oath of office into the record. <ul style="list-style-type: none"> <li>• Maria "Triny" Willerton (2022-2023 to complete vacated term) read the oath of office.</li> <li>• Rebecca Davies (2022-2027 to fill empty position) read the oath of office.</li> </ul>
<b>Agenda Item 4: Election of Officers</b> <span style="float: right;"><b>[6:15 p.m.]</b></span> A. <b>Chair</b> – Duhaime asked for nominations: <b>Weinheimer nominated for Chair</b> by Schuchard, <b>seconded</b> by Duhaime. Weinheimer accepted nomination. <b>Schuchard nominated for Chair</b> by Willerton, died for lack of second.

	<p><b>4:0 Motion Passes.</b> Weinheimer abstained. Weinheimer assumed chairmanship.</p> <p><b>B. Vice Chair - Schuchard nominated for Vice Chair</b> by Duhaime, <b>seconded</b> by Willerton. Schuchard accepted nomination.</p> <p><b>4:0 Motion Passes,</b> Schuchard abstained.</p> <p><b>C. Secretary</b> (by appointment) – <b>Schleske nominated</b> by Weinheimer, <b>seconded</b> by Duhaime. Schleske accepted nomination.</p> <p><b>5:0 Appointment passes.</b></p>
	<p><b>Agenda Item 5: Public Comment</b> <span style="float: right;"><b>[6:17 p.m.]</b></span></p> <ul style="list-style-type: none"> <li>Lynn Segal – Video, they do it in Denver. Happy that Weinheimer is Chair of TAB. Need to stop CU South, you need to have say, need to evaluate impact on your budget if CU South goes forward. Not feasible with growth we are experiencing, just driving in and out of Boulder, need per capita impact fee for every development, I ride my bike, drive car twice a year, trails that narrow down to nothing in CU South.</li> <li>Michelle Boyd - in Boulder 25 years, moved out to county from city, learned about problems in unincorporated county, but really surprised about and do not understand why our roads are such a disaster compared to communities around us. You literally need a four-wheel drive to get down Mohawk Drive off of Baseline. Don't understand why roads look so terrible around our public schools, considering moving back to city, huge issue, impacts home values, don't know how to get that question answered. Louisville, Broomfield, Erie roads are amazing. Feels very paralyzing, massive dollars pouring in plus sales taxes, why are they not going to our roads. Would love to understand more, what can be done about it. <ul style="list-style-type: none"> <li>Vandenbrande – happy to respond at future meeting.</li> <li>Need new funding mechanism to maintain at higher standard. Multimodal infrastructure, question of resources, appreciation for the question.</li> </ul> </li> </ul>
	<p><b>Agenda Item 6: Public hearing and TAB recommendation regarding Neighborhood Street Management Program (NSMP) Pine Street/Whittier Complex Projects</b> <span style="float: right;"><b>[6:25 p.m.]</b></span></p> <p>Nathan Pope and Gerrit Slatter made the report to the board.</p> <p><b>Executive Summary</b></p> <p>The Whittier Complex Neighborhood Speed Management Program (NSMP) Project is intended to reduce vehicle speeding, enhance neighborhood livability, and improve public safety. This project (which includes Mapleton Ave., Pine St., and Spruce St. between 20th St. and 28th St.) aligns with the city's Vision Zero goals and Transportation Master Plan goals of making travel safe and comfortable. The intent of bringing this project to TAB is to solicit feedback and finalize the design for the project so that it is ready once funds to construct the project become available. The project was the top project in the 2019 Neighborhood Speed Management Program (NSMP) project cycle and was prioritized for planning in 2021 and installation in 2022. However, due to the COVID-19 pandemic and subsequent impacts to the department's budget, the project was postponed. Staff initiated the Whittier Complex Project in early summer 2021. The first community meeting reviewing existing conditions and discussing issues in the neighborhood was held in the Whittier Schoolyard on August 11, 2021. A second neighborhood meeting was held on December 1, 2021, to review vertical and horizontal traffic calming options based on stakeholder and community engagement, asking residents for feedback on the potential options in different locations. Staff, with consultant support, began developing the Whittier Complex Project recommended design after the second neighborhood meeting. This design reflects comments and polling responses from the second neighborhood meeting, an online comment form, and emergency response and maintenance clearance requirements. The recommended design was presented to the community at a final virtual neighborhood meeting on March 29, 2022.</p> <p><b>TAB Action Requested</b></p> <p>Staff is seeking a recommendation from TAB to finalize the recommended design of the Whittier NSMP Complex Project so that it can be implemented when funding is available.</p> <p><b>TAB Clarifying Questions</b></p> <ul style="list-style-type: none"> <li>Questions why speed cushions are on Spruce Street versus speed humps, profile and how they affect drivers. <ul style="list-style-type: none"> <li>There are guidelines for meaningful speed reduction, fire department requested speed cushions for emergency equipment.</li> </ul> </li> <li>Inquiry why there are no treatments proposed for Folsom and Pine, which has the most crashes. <ul style="list-style-type: none"> <li>Upcoming signals project will consider other treatments.</li> </ul> </li> <li>Confirmation requested whether protected intersection is still under consideration.</li> </ul> <p><b>Public Participation</b></p> <ul style="list-style-type: none"> <li>Lynn Segal – missed some of discussion, supports displayed design, whatever protects citizen most and preserves the resources of TAB, anything slowing traffic, avoids places with fast-moving traffic.</li> </ul> <p><b>TAB Discussion</b></p>

- Comments that it does not seem like a good use of a public hearing, if there are any big picture objections to delay, suggestion to consider impact of improvements on Folsom before committing on anything else, see how interim treatments impact.
- Question whether buffered bike lanes could be added west of Folsom.
  - Vandenbrande – staff wanted to provide neighborhood a level of certainty acknowledging all the work with stakeholders and prepared to implement when further funds became available after diverting some to the Core Arterial Network (CAN).
  - Weinheimer expressed appreciation to staff and neighborhood.

TAB refrains from making a recommendation.

**Agenda Item 7: Staff briefing and TAB feedback regarding Core Arterial Network (CAN) Planning (including 2022 Pavement Management Program (PMP) Enhancements)**

**[6:50 p.m.]**

Valerie Watson and Gerrit Slatter made the report to the board.

**Executive Summary**

The City of Boulder has been working for decades to create a safe, equitable and reliable transportation and mobility system that offers travel choices and supports achieving our climate goals (2019 Transportation Master Plan, Boulder Valley Comprehensive Plan). As a result, we see significant numbers of people walking, bicycling, scooting and taking transit as they move about or travel in and out of the city. Although we have made great progress, more work remains to be done along our arterial streets, which often have higher traffic volumes and speeds and can be more complex to navigate compared to other streets in the city. While arterials make up only 17% of streets within the city, findings from the Vision Zero Boulder: Safe Streets Report (SSR) show that citywide 67% of total crashes resulting in severe injury or fatality occur on arterials.

In response, the city is focusing its investments and resources to design and construct improvements on a “Core Arterial Network” (CAN). The CAN is the connected system of protected bicycle lanes, intersection enhancements, pedestrian facilities, and transit facility upgrades that will help reduce the potential for severe crashes and make it more comfortable and convenient for people to get where they need to go along Boulder’s main corridors. The 13 corridors and associated street segments identified in the CAN form a prioritized subset of the Transportation & Mobility Department’s work plan over the next 3-5 years for project initiation, ongoing project efforts, prioritization of staff efforts and city resources, and pursuit of grant and external funding.

**TAB Feedback**

- Question concerning construction schedule along Folsom and Iris.
  - Contingent on scope from design studies.
- Inquiry about success factors in getting this done, lessons from the past.
  - Community engagement up front is critical and should sustain throughout. 30th Street and Colorado Avenue, and East Arapahoe corridor are great examples of project successes.
- Comment emphasizing importance of alignment between staff, TAB, city council. Questions whether we are doing anything in advance to build support/advocacy, if there is a call to action for TAB, desirable to broaden reach to groups not typically involved in transportation conversations, note that TAB can help identify those community groups.
- Comment regarding data missing from the fatality report – due to date range. Observation that the goal is to make roads safer for all modes including cars.
- Inquiry whether there is potential for interim quick build project(s), for example, along Folsom, and if it would be considered and iterations made over time. Opinion expressed that city council needs to be bold and hopefully accelerate progress. Standardizing the dialogue would be helpful.
- Question why reallocation of space along roadway is excluded from eligibility and if there are any exclusions on Moorhead - clarified that operational changes such as removal of on-street parking, reallocation or repurchasing travel lanes can be considered for CAN, not likely for PMP due to time constraints.
- Conjecture about the need for community engagement, when we know it’s enough and can move forward, how we decide, obligation to contact/consult external users - feasibility, analysis in detailed design process should inform, consider feedback from all sources to ultimately present choices to city council.
- Support expressed to get feedback by trying it out/changing people’s perspective of how they use the road, will get roaches coming out from under the carpet, obtain “live” feedback from many perspectives, have to change the road to do it. Question about what can be done in the meantime.
  - Professional planning, design and engineering was refocused to CAN, requires some level of design, understanding that there would be some things that take beyond two years to implement. Timeframe for pilot project needs to be much longer than done in the past.
- Opinion that objective is to take advantage of opportunities/be opportunistic. Reported that 44% of crashes happen on CAN; what percent of road miles is that? Moorhead is likely highest concern regarding CU South - it could do a lot of good to partner with CU sooner than later. 17<sup>th</sup> Street looks like the only intersecting bike way is on Walnut – possible to install a protected intersection at that

- location? Or, pull out all of the corners, create protected intersection/bulb out?
- Kudos expressed, exciting time, so much happening in a short time.

## **Agenda Item 8: Staff briefing and TAB feedback regarding Curbside Management Program [7:57 p.m.]**

Chris Hagelin and Liv Lewin made the report to the board.

### **Executive Summary**

This memo provides a status update on the Curbside Management project. The purpose of the project is to develop a policy framework and implementation guidebook to support the management of the space in the street adjacent to the curb that has typically been used for on-street parking, bus stops, and loading zones. With innovation in mobility technology and a greater need than ever for sustainable mobility choices, there are new and increasing demands on accessing the curb from the public right-of-way. Balancing these competing needs comes with inherent trade-offs. While supporting the city's transportation and sustainability goals remains our north star, this effort will focus on creating policies and procedures to address these competing needs and trade-offs and produce a guidebook for future implementation of changes within the curb zone. Additionally, the project aims to organize the street to support great neighborhood/districts and places, structure efficient and consistent implementation across departments, and to test out concepts through pilot projects.

The project timeline spans from Fall 2021 through Spring 2023. TAB will continue to be engaged throughout the project through membership in the Access Allies stakeholder group and periodic agenda items at monthly meetings. The memo summarizes the results of the community engagement process to date and includes an update on the progress of documenting existing conditions and the process to identify potential pilot projects to test new curbside management strategies and technology.

### **Questions for TAB**

1. Do you have any additional feedback or questions about the community engagement key findings?
2. Does anything in the existing conditions summary stand out as noteworthy for informing the continued project process?

### **TAB Feedback**

- Comment that active modes of transportation ranked higher than private vehicle parking, reflecting Transportation Master Plan (TMP) goals, question how survey categories were derived – dropdown selection or fill in the blank.
- Encouragement to explore more clumping/flex zones such as combining passenger/goods/food order on- and off-loading.
- Comments regarding parking occupancy - 17<sup>th</sup> Street is occupied northbound but not southbound; 14<sup>th</sup> Street not heavily occupied/good for busses as planned with new station; reconsider allowing vehicles on 13<sup>th</sup> Street from Arapahoe to Canyon.
- Observation that stated goals do not include TMP objectives like vehicle miles traveled (VMT), greenhouse gas, modal shift, diversity/equity/inclusion (DEI). Encouragement for Access Allies to “crowdsource” ideas toward solutions on a particular issue versus selecting from a list.
- Noted difference in feedback on engagement for business owners (more vehicle-centric) versus employees. Consider and incent electronic bikes over cars – how can they be better utilized, make it easier than other modes. Relatively low usage of parking garages in valuable space, appreciation for increased bike and scooter parking.
- Question of how/why the two proposed ideas were selected over others - ability to implement quickly, promoted by stakeholders, needs-driven by Covid delivery adjustments. Can other thoughts be carried forward for future consideration?

## **Agenda Item 9: Matters [8:42 p.m.]**

### **A. Matters from Staff/Non-Agenda**

- Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) (Sanson) – Identifying, scoping and costing potential project applications for the next two TIP cycles of projects.
  - First Call 2022
    - 30<sup>th</sup> Street Preliminary Design (Colorado highway 7 [CO7]/Arapahoe CO119) – huge potential to address safety – received positively by review group.
    - CO93/Broadway & Table Mesa and CO93/Broadway & Regent – design and construction project likely allocating \$1.5M to design transit improvements to improve rider time.
    - US36/28<sup>th</sup> Street West Side Multi-Use Path (Four Mile Canyon Creek bridge under Broadway) – complete path from bridge to Violet. Cost went up substantially – updated cost estimates, probably a large ask.
      - Question if it can be scaled down, maybe Four Mile Creek crossing to Jay Street?

- Baseline Enhanced Transit Stops & Protected Bike Lanes 30<sup>th</sup> to Foothills Pkwy– also well received, especially in multimodal and connection to other areas criteria.

Second Call 2022

- West Colorado Avenue Multimodal Improvements (Regent to Folsom) – build out Complete Street multimodal cross section of Colorado Avenue.
- CO7/Arapahoe Avenue & 30<sup>th</sup> Street Multimodal Intersection – TIP funding would help advance into construction.
- CO7/Arapahoe Avenue Bridge Replacement over Boulder Creek (south side) – deficient structure, reconstruct as single bridge.

Next community engagement will include short project videos and offer staff office hours.

#### **TAB Feedback**

- Preference expressed for TAB recommendation in May to address only first call projects and conduct a public hearing later for second call items.
- Suggestion that more “color” in presentation such as visuals and personal experience would generate excitement and support. Detailed considerations were made.
- Questions regarding funding appeal of 30<sup>th</sup> and Colorado multi-use path, sufficiency ratings of CO7/Arapahoe Avenue bridge, if plan is to build a better single bridge. Extensive discussion recounting variances in data and information.

- Staff will follow up and report to TAB.

Agreement to address first call now; second call later on.

- Question about what costs \$5M for surface treatment on Arapahoe and 30<sup>th</sup> Street.
  - Right-of-way acquisition, also north side of Colorado and Regent, potentially move curb line.
- Diversity, Equity, Inclusion (DEI) – staff desire, plus direction by both City Council and the city manager, to engage with boards and commissions in terms of racial discrimination, diversity, equity and inclusion are framing and behaviors that provide a welcoming and constructively engaging environment of civil discourse. It should respect all voices in the community and in the room. Suggested to include in the TAB retreat.

#### **B. Matters from the Board**

**[9:25**

**p.m.]**

1. TAB Retreat Date April 25 6-10 PM, virtual. Facilitator is to be determined. Agenda items may include “getting to know you”, individual goals, review of city charter, TAB role, review TAB letter to council, DEI, staff workplan, agreed-upon goals, ethics/candor/transparency, underlying causes of tensions between staff and TAB, draft policies and procedures (to be distributed to TAB by Duhaime.)
2. Open Board Comment
  - Schuchard – Intergovernmental Panel on Climate Change (IPCC) report last week had important message about transportation. City of Boulder declared a climate emergency in 2019; it is now worse. Seven takeaways: We’re at the edge of the cliff; in a doom loop of car dependence with transportation system organized around the car/hurting us in terms of health, equity and affordability; most important in decarbonizing is mobility systems; compact land use and packaging interdependent policies; electrification is necessary but not sufficient; need to accelerate electrification/happening with transit, not fast enough in other categories; leadership by local government is critical; demand and social sciences must get more focused on expensive cars operating at high energy consumption. Going forward, TAB should discuss and consider how to incorporate into talk TAB’s work.
    - Comment that we can use a change model to address emergency before us. It is timely and topical, what are our long-term goals? Current goals are not attainable, community is not hearing urgency, great place to start.

#### **Agenda Item 10: Future Agenda Items**

**[9:42 p.m.]**

May/June/July is busiest TAB time. TAB members are encourage to share future agenda items.

- More frequent reports from Police Department.
- Strategic session regarding snow and ice removal, especially on multi-use system.

#### **Agenda Item 11: Adjournment**

**[9:45 p.m.]**

There being no further business to come before the board at this time, by motion regularly adopted, the meeting was adjourned at 9:45 p.m.

**Motion: Moved to adjourn: Schuchard Second: Duhaime**

**Motion passes 5:0**

**Date, Time, and Location of Next Meeting:**

The next meeting will be a regular virtual meeting on Monday, May 9, 2022 at 6:00 p.m. unless otherwise decided by staff and the Board.

APPROVED BY:

**Alex Weinheimer**

Board Chair

**5/11/2022**

Date

ATTESTED:

Board Secretary

Date

An audio recording of the full meeting for which these minutes are a summary is available on the Transportation Advisory Board web page.

**Signature:** 

**Email:** weinheimer.tab@gmail.com

**Signature:** *Meredith Schleske*

**Email:** schlm1@bouldercolorado.gov









# 04.11.22 FINAL TAB Meeting Minutes

Final Audit Report

2022-05-12

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