

**DRAFT ACTION MINUTES  
TRANSPORTATION ADVISORY BOARD  
APRIL 27, 2009**

The meeting of the Transportation Advisory Board was called to order by Board Chair Sommers at 6:05 p.m. in the Twin Sister's Conference Room in the Development Services Center.

**1. ROLL CALL**

Board members present were: Veronica Sommers, Gary Hodges, Buzz Feldman, and Baldwin Ranson. Casey Jones was absent.

City staff present were: Bob Ball, Phil Greenwald and Nick Wolfrum. Council Liaison, Gabe Santos, was also present.

**2. APPROVE MINUTES OF PRECEDING MEETING (1:30) – Baldwin Ranson made a motion to approve the minutes of the April 27, 2009 TAB meeting with the following changes: Page 2 – Paragraph 1 – A factor of 1/5x or should be 1.5x and Page 3 Comments From Board Members – National Bike Assemblance should be National Bike Summit.** Gary Hodges seconded the motion. Passed unanimously.

**3. COMMUNICATIONS FROM STAFF (4:27)**

Colorado Department of Transportation (CDOT) Hazard Elimination Grant - Bob Ball and Micah Zogorski worked together to submit an application for a \$300,000 Hazard Elimination Grant. The money was awarded and will be used for a project at Pike Road and SH287. There will be east bound to south bound turn lanes installed which should help reduce accidents at that intersection. This project will be added to the 2009 Work Program. Thanks for Bob and Micah for their efforts.

RTD Follow-Up Council Communication – Information Item – Phil Greenwald briefly explained the communication. Chairperson Sommers asked that at the May TAB meeting additional information on hours of service for BOLT be provided. Phil has requested the Longmont Boulder information and will pass it along once it is received.

**4. PUBLIC INVITED TO BE HEARD**

No public was present.

**5. NEW BUSINESS**

Boulder County (BOCO) Transportation Element Update (7:27) – The goals and policies in the Transportation Element apply to all transportation facilities within unincorporated Boulder County. This includes roads, transit, trails and pedestrian facilities as well as Transportation Demand Management (TDM) programs such as the popular Eco Pass program. The update will have a strong emphasis on increasing the ease and efficiency of moving people and connecting communities within the County.

Since the last Comprehensive Plan Transportation Element update in 1995, Boulder County's population has grown, climate change has risen to the forefront of the environmental movement, and the cost of new construction has increased. The 2009 update of the Transportation Element aims to address these issues and to examine how transportation can help the county achieve the desires set forth in Boulder County's sustainability initiative and the countywide Sustainable Energy Plan.

George Gerstle, BOCO Transportation Director and Julie McKay, BOCO Transportation Planning Manager, made a presentation on this item.

Chairperson Sommers commented at a missing piece is sustainability of the existing system; it needs to carry traffic, whether traffic increases or not, to maintain mobility now and in the future. That's what the public expects. Per Mr. Gerstle, the challenge is to accomplish this with the increasing demands.

Chairperson Sommers doesn't see anything in the plan related to cross-county transit lines. The cross-county service is non-existent. Per Nick Wolfrum, there is a need for this type of service but who will operate it? It will need to be one entity. Per Mr. Gerstle, connections across boundaries are an issue that need to be evaluated.

In May or June, this issue will be brought back to the TAB to finalize the process. For more information, visit [www.bouldercounty.org/transportation](http://www.bouldercounty.org/transportation) and click on the Boulder County Comprehensive Plan links.

Southwest Longmont Transportation Plan (58:00) – Staff has developed a number of alternatives to help address some current and anticipated traffic issues in this southwest area of the City. A number of years ago, the transportation planning for this area included a robust system of arterial and collector roadways to accommodate future growth. Over the years, a variety of factors changed the transportation system to one that is less connected, keeping traffic on collector and local streets for longer portions of commuting and shopping trips.

Additional constraints to the system have been requested by Boulder County residents who view the encroaching suburban-style of growth in Southwest Longmont as counter to the rural, county feel that exists today. There is also a concern that by adding 300-400 new households (3,000-4,000 additional vehicle trips) to this side of the City that the current county residents will bear the brunt of the traffic impacts. Boulder County residents adjacent to the N. 79<sup>th</sup> Street/Mt. Audubon/Plateau Road intersection have continually requested that the City remove the Mt. Audubon (north) leg of the intersection; thereby removing a connection between the higher density, suburban growth in Longmont from the lower density county developments.

The purpose of the Southeast Longmont Transportation Plan is to take a closer look at all the street, bikeway, and trail planning in this area, develop alternatives to supporting the proposed growth in the area, provide alternative analysis for each of the options, develop recommendations from the TAB and the Planning & Zoning Commission and, ultimately, request City Council approve a viable system for transportation in the Southwest area.

Phil Greenwald went through the options.

Chairperson Sommers commented that the north-south connections from everywhere between Mt. Audubon Drive and Renaissance Drive are not designated as far as pedestrian/biking access. How are we getting the residents to the middle school and elementary school without driving? Per Phil Greenwald, we're limited on the northern boundary by the Pike Road alignment so you won't see a lot of the existing local connections.

Baldwin Ranson asked where the options originated. The options were put together by staff based on comments from city and county residents.

Chairperson Sommers noted that there should be better pedestrian connections in Somerset (Duvall property). Per Phil, the developer for Somerset and the developer for the North Star (located to the west) are working together to address this issue.

There will be an open house on May 6. The next step will be to present the plan to P & Z in May and, ultimately, the decision will lie with City Council. Staff will plan to come back to the May TAB meeting for

feedback from TAB which will be complied with comments from staff, RTD, P & Z, BOCO, the public, etc; the comments will be consolidated and condensed and presented to City Council.

Gary Hodges asked if new developments are being asked to investigate traffic circles. In Salt Lake City, Gary saw traffic circles that were built quite large with a park or art in the middle and they worked well. If developments are designed with the traffic circles, they fit in quite nicely. Per Phil Greenwald, yes a traffic circle is being considered on Mt. Audubon.

## **6. OLD BUSINESS**

Pedestrian Crossing Treatment Guidelines (1:40) - In 2008, at our July and August meetings, the TAB discussed the broad topic of pedestrian issues in Longmont, with a focus on how to improve pedestrian access in Longmont. Documentation of those two meetings was provided at our January, 2009 meeting. At our March 16, 2009 TAB meeting, staff presented a DRAFT School Safety Program for school specific issues.

Staff would like to present, discuss and receive recommendations on the attached DRAFT Pedestrian Crossing Treatment Guidelines document. This represents staff's attempt to comprehensively document guidelines and policies related to pedestrian crossings in the City of Longmont. Portions of this are not new, but much of this will represent a change, and perhaps most importantly these guidelines will now be documented and used as a basis for pedestrian crossings.

After TAB review, it is staff's goal to present these School Safety Program and the Pedestrian Crossing Treatment Guidelines documents to City Council for review, consideration and adoption this year.

Based on time constraints, Bob Ball did a brief presentation. This item will be brought back to the TAB at the May meeting.

## **7. COMMENTS FROM BOARD MEMBERS**

Citizen Survey ¾ Cent Sales Tax Question - Chairperson Veronica Sommers asked that the words "began in 1986" be added to the Citizen Survey question. Nick suggested that the wording be changed to "Longmont's ¾ Cent Sales Tax, dedicated to the street improvements and maintenance was originally instituted in July, 1986 and subsequently renewed several times by Longmont voters, is scheduled to terminate in December, 2011. Veronica suggested "Originally approved in 1986 and subsequently renewed multiple times,...". This wording will steer people away from concentrating on renewing for a five-year period only and let them know that the sales tax has been around for a number of years. Nick will make the changes and email to the Council Members for the April 28 meeting.

## **8. COMMENTS FROM CITY COUNCIL LIAISON**

There was none.

## **9. ITEMS FOR NEXT MONTH'S AGENDA**

Pedestrian Crossing Treatment Guidelines Continued  
CIP - Possibly

The meeting was adjourned at 8:05 p.m.