

**ACTION MINUTES
TRANSPORTATION ADVISORY BOARD
May 28, 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, Buzz Feldman, and Baldwin Ranson. Gary Hodges and Casey Jones were absent. Gabe Santos was also present (Council Liason)

City staff present were: Bob Ball, Phil Greenwald, Nick Wolfrum and Bill Ewer.

2. APPROVE MINUTES OF PRECEDING MEETING (11:55) – Buzz Feldman made a motion to approve the minutes of the April 27, 2009 TAB meeting. Baldwin Ranson seconded the motion. Passed unanimously.

3. COMMUNICATIONS FROM STAFF (14:00)

Additional Attachments - Phil Greenwald addressed the RTD Follow-Up and SH119/SH42 Status information items.

LDDA Meeting Regarding Additional Parking Spaces - Bob Ball met with LDDA on this issue. Upcoming street rehabilitation projects along Kimbark from 4th – 9th and Emery from 3rd to 9th will provide the opportunity to restripe on-street parking, and by converting some parallel spaces to diagonal, we can add about 30 parking spaces on the east side of the downtown area. The west side of the downtown area will also be evaluated for additional diagonal parking later this year.

4. PUBLIC INVITED TO BE HEARD

Public was present and will be addressed with the Southwest Longmont Transportation Plan item.

5. OLD BUSINESS

Pedestrian Crossing Treatment Guidelines (18:00) – In 2008, the TAB discussed the broad topic of pedestrian issues in Longmont, with a focus on how to improve pedestrian access in Longmont. At the March, 2009 TAB meeting, staff presented a Draft School Safety Program for school-specific issues.

Staff is working towards comprehensively documenting the guidelines and policies related to pedestrian crossings in the City of Longmont. Portions of this are not new, but much will represent a change and, perhaps most importantly, the guidelines will now be documented and used as a basis for pedestrian crossings.

Bob Ball gave a brief presentation, and there was discussion about the following issues:

Should recommended marked crosswalk thresholds at unprotected crossings (1,500 vpd and 20+ peds/pk hr., 18 peds/pk 2 hrs., 15 peds/pk 3 hrs.) remain the same or increase at protected (stop/yield) crossings?

Should 300' minimum distance from nearest intersection to a proposed mid-block crosswalk (unless pedestrian volumes are 2x minimum threshold) be waived for downtown CBD and possibly for other high-density locations?

Chairperson Sommers made a motion to approve the Pedestrian Crossing Treatment Guidelines with the except that, since Main Street is so unique, all three mid-block crossings be treated the same. Buzz Feldman seconded the motion. Passed unanimously.

Southwest Longmont Transportation Plan (38:00) - Longmont staff members have been working with Boulder County, citizens, land owners and developers in the southwest area of the City (generally bounded by N. 75th St, Pike Road, Airport Road and Plateau Road) to develop a better integrated system of streets and connections for existing and future residents in the area.

The Lower Clover Basin Neighborhood is situated in the southwest portion of the Longmont Planning Area (LPA). It is roughly 300 acres in size and contains a significant area of developable land that is close to existing infrastructure, planned schools and park sites. The area is largely undeveloped and is one of the last "Greenfield" residential neighborhoods within the LPA still to be developed. Over the last two years, the City has processed various development applications in the neighborhood. The City has processed an annexation for the Kohl property, a referral for annexation for the Markel/Northstar/Binder property, and subdivisions for Maxwell Place and Somerset Meadows.

During the annexation process and then with the proposed annexation referral of the Markel/Northstar/Binder development concerns were raised by area residents that the proposed transportation system created too much impact on existing residents and that a continuation of development under the current LACP plan would not be appropriate, the City Council requested that prior to proceeding with any further development applications in the area, staff review transportation issues in this neighborhood and complete any necessary revisions to the LACP as necessary to address the various transportation problems for the area. This effort has been labeled the Southwest Longmont Transportation Plan.

The purpose of the Southwest Longmont Transportation Plan is to analyze and evaluate the existing and proposed street, bikeway and trail planning in the Lower Clover Basin neighborhood, develop alternatives to support the future growth in the area, and provide an analysis of six options as a viable system for transportation in the Southwest area. A number of years ago, the transportation planning for this area included a robust system of arterial and collector roadways to accommodate future growth in the area. Yet over the years, a variety of factors changed the transportation system to one that today is less connected, requires traffic to stay on collector and local streets for longer times and continues to increase the amount of vehicle miles traveled in this area.

The following options have been developed during this planning process:

Option 1 - This option proposes to add two new collector streets to the LACP. The two new streets would run east-west across the southern portion of the plan area and would connect Renaissance Drive and Mt Audubon Drive. The two new collectors are identified on the plan as Maxwell Avenue and "Park" Avenue.

Option 2 – This option also proposes to add two new collector streets (Maxwell Avenue and "Park" Avenue) to the LACP, but it also proposes to remove two collector street designations from the plan - the southern half of Mt Audubon Drive and Plateau Road. The two new streets would run east-west across the southern portion of the plan area and would connect Renaissance Drive and the northern half of Mt Audubon Drive. But the collector designation south of "Park" Avenue on Mt Audubon would be removed.

Option 3 – This option proposes to add three collector streets (Maxwell Avenue, "Park" Avenue and Renaissance Drive extension) to the LACP and also proposes to remove the collector designation from Plateau Road and the southern half of Mt. Audubon Drive.

Option 4 – This option proposes to keep all existing collector street designations in place and add three new designations to the plan. The three new collector streets would be Maxwell Avenue, “Park” Avenue and the Renaissance Drive extension.

Option 5 – This option proposes to keep all existing collector street designations in place and add three new designations to the plan. The three new collector streets would be Maxwell Avenue, “Plateau Road Extension” and the Renaissance Drive extension.

Option 6 – This option proposes to add three collector streets (Maxwell Avenue, “Mount Audubon Extension” and Renaissance Drive extension) to the LACP and also proposes to remove the collector designation from Plateau Road and the southern portion of Mt. Audubon Drive that would connect to Plateau Road.

Phil Greenwald gave the presentation.

Public Invited to Be Heard

Steve Szabo – 8449 N. 79th Street (Boulder County Resident) – Thank you to Phil and Don for providing a tremendous amount of information. Mr. Szabo is a member of the 56 member group, Plateau Rural Alliance. Planning and Zoning recommend Option 4 after much deliberation. The Alliance recommends Option 3 for a couple reasons. 1) Option 3 doesn’t condemn any properties which would have to be done with the other options. 2) There is a very dangerous intersection. The intersection is an oddball intersection that’s hard to see of the hill.

Stewart Maybee – 8512 N. 79th Street – Also favors Option 3. He has a strong desire to preserve the rural character by not having collectors that push traffic into the neighborhood.

Dennis Cahalan – 7901 Plateau Road – Also favors Option 3. He doesn’t want to see his front yard turned into a drag strip. This is the edge of the City and will remain the edge and would argue that the City doesn’t need that kind of cross activity that is necessary in the city. All of the neighbors want it the way it is. The has gone on for several years, if the is going to happen, do it now and don’t drag it out any longer.

Leslie Ewy – 8512 N. 79th Street – Spoke against Option 5 - her concern is about making Airport Road more of a bypass of Hover and Main Street. If you’re opening up Plateau Road, it will be one last thorough fare from 75th to Airport Road. It will not be used by the neighborhood but by people cutting through to a variety of places.

Michael Markel – 8165 71st Street – Option 5 & 6 – The kind of roads that are being looked at will be a big expense and an over-reaction to the traffic in the area and don’t make any logical or engineering sense. He does support Option 3 and possibly Option 4. Mr. Markel noted that it is noted that the developer does not support Park Avenue which is incorrect...the developer does support it. If this road is put it, it’s not justified to be a collector by the traffic volumes.

Gale Ludwig – 4237 Frederick Circle – In favor of Option 5 – There is only one or two ways to get of our her development. If Plateau Road is extended, it would provide a direct route to Boulder. There is rumor that 300-400 homes will be eventually built in the area and there needs to be a way to route traffic.

Discussion

Where it is stated that the collector will be removed does that mean that the status only changes? Per Phil, the designation will be changed. For Plateau Road, it doesn’t mean much since the road is already

there and the City won't be installing sidewalks. In other places where there are collectors the transition of that collector from a rural, something that you would see on Plateau to something more suburban that you would see in the City. Per Don, with Plateau Road one of the options was to remove the designations so the Comp Plan would not show that street as a collector. So what happens to that street will depend on Boulder County at that point since it would no longer be on the Comp Plan. If Mt. Audubon is removed from the Comp Plan, the City can no longer require that a connection be built.

Baldwin Ranson was struck by the difference between the views of the City versus the County residents. Are the City residents more concerned with access and the County Resident more concerned with keeping the style rather than access. Does the developer plan to develop a plan that would provide good access? Michael Markel is mainly concerned that Options 5 & 6 would be overkill for what's needed by both the City and County residents. Mr. Ranson asked the developer is he's comfortable with Option 3? Mr. Markel could live with 3 or 4 but is very much against 5 & 6.

Chairperson Veronica Sommers made a motion (1:54) that the TAB recommends Option 6 with the option of extending Plateau Road into a "T"; however, the extension is not to encourage traffic but to leave options when it's necessary. Don Burchett asked for clarification on the designation of Plateau Road as a collector street is removed. Chairperson Sommers pulled the motion.

Chairperson Veronica Sommers made a motion (1:56) that the TAB recommends in favor of Option 5 except we do not want to align Plateau Road straight across to encourage traffic and would like to keep creative options for the east/west connection between Mt. Audubon and Renaissance Drive so that it is not a straight shot. Baldwin Ranson seconded the motion. Passed unanimously.

6. NEW BUSINESS

Energy Efficiency & Conservation Block Grant Program (EECBG) (2:00) – The EECBG program is a Department of Energy (DOE) program that has been funded by the American Recovery and Reinvestment Act of 2009. The program allocates \$785,100 to the City of Longmont for a broad range of activities that will reduce total energy consumption, reduce fossil fuel emissions, and improve energy efficiency.

Eligible program areas include:

- Development of an Energy Efficiency and Conservation Strategy
- Technical Consultant Services
- Residential and Commercial Building Energy Audits
- Financial Incentive Programs
- Energy Efficiency Retrofits
- Energy Efficiency and Conservation Programs for Buildings and Facilities
- Development and Implementation of Transportation Programs
- Building Codes and Inspections
- Energy Distributions
- Material Conservation Programs
- Reduction and Capture of Methane and Greenhouse Gases
- Traffic Signals and Street Lighting
- Renewable Energy Technologies on Government Buildings
- Any Other Appropriate Activity

The City must submit an application to the DOE by June 25, 2009. Along with that, the City must also submit a proposed Energy Efficiency and Conservation Strategy.

Bill Ewer, LPC Customer Services & Marketing Manager, gave the presentation asking that the TAB members submit their rankings via email prior to Tuesday, June 2.

Francis Street Rehabilitation Program (2:09) – This street rehabilitation project along Francis Street between 17th Avenue and SH66 is planned to include a conversion from the current four-lane section to a three-lane section with bicycle lanes. The City of Longmont Multi-Modal Transportation Plan designates this section of Francis Street as a Planned On-Street Bicycle Facility. **Chairperson Sommers made a motion that the TAB supports the Francis Street Rehab Program.** Motion seconded by Baldwin Ranson. Passed unanimously.

7. COMMENTS FROM BOARD MEMBERS

There was none.

8. COMMENTS FROM CITY COUNCIL LIAISON

The Citizen's Survey questions that were suggested by the TAB have been submitted with some minor changes.

9. ITEMS FOR NEXT MONTH'S AGENDA

Possibly 2010-2014 CIP
Street Fund Sales Tax

The meeting was adjourned at 8:00 p.m.