

**ACTION MINUTES
TRANSPORTATION ADVISORY BOARD
August 24, 2009**

The August 24, 2009 meeting of the Transportation Advisory Board was called to order by Board Chair Sommers at 6:07 p.m. in the Twin Sisters' Conference Room in the Development Services Center.

1. ROLL CALL

Board members present were: Veronica Sommers, Gary Hodges, and Buzz Feldman. Baldwin Ranson 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 (:35) – Buzz Feldman made a motion to approve the minutes of the July 27, 2009 TAB meeting with one change in the first paragraph: the Vice-Chair is Feldman and not Hodges". Gary Hodges seconded the motion. Passed unanimously.

3. COMMUNICATIONS FROM STAFF (1:07)

Casey Jones Resignation from TAB - With regrets, Casey Jones has submitted his resignation.

4. PUBLIC INVITED TO BE HEARD

No public was present.

5. NEW BUSINESS

Boston Avenue Extension Comp Plan Amendment – Ben Ortiz, Planning, presented this item. The Longmont Area Comprehensive Plan (LACP) is the overarching plan that provides direction for all other planning efforts throughout the City and it lays out long-term visions and goals for the City's development. The plan is broken down into several categories. Among these, transportation is a major component.

In order to provide better east/west connectivity on the southern part of the City, three separate actions are proposed: The first is to connect the broken link of Boston Avenue at Price Road, the second is to extend Boston Avenue from Main Street to Martin Street, and the third is to upgrade portions of Boston Avenue that are designated as a local street to a neighborhood collector street.

In advance of any construction, the proposed alignment needs to be reflected on the LACP map. The proposed LACP map amendment is reflected on Attachment 1 and delineates the most acceptable and least impactful alignment from the perspective of both the Fire Department and the Parks and Open Space Department. It should be noted that the alignment at this point in time is conceptual and can be amended relatively easily in response to changing conditions.

The rationale for developing a new east/west connection along the Boston Avenue alignment stems from traffic volume issues to the north. The section of 3rd Avenue between Main Street and Hover Street is a neighborhood collector that is fronted primarily by single-family homes. Over the years, the amount of traffic has been an on-going issue, negatively impacting the residents that live on this street and in the immediate area. With the opening of the Ken Pratt Boulevard extension in December 2003, the traffic was reduced by approximately 1,000 vehicles per day east of Hover and by nearly 1,800 vehicles per day west of Vivian. East of Gay Street, the traffic was reduced by approximate 1,100 vehicles per day. Despite this positive improvement, traffic is still considered excessive for this stretch of roadway as the average daily traffic (ADT) is approximately 4,900 vehicles per day on the low end and 6,900 vehicles per day on the

high end. Due to expressed concerns over the traffic on 3rd Avenue the Multi-Modal Transportation Plan has a specific policy issue to address this problem.

Policy R5 of the Roadway, Corridor, and Truck Route Policies in the Multi-Modal Transportation Plan (p. 51) states the following: "Evaluate another east/west roadway connection between Nelson Road and 3rd Avenue from Hover Street to Main Street/Martin Street to relieve traffic on West 3rd Avenue".

Travel forecast models predict that the Boston Avenue connection will reduce 3rd Avenue ADT by approximately 500 vehicles per day west of Sunset Street. Between Pratt and Sunset Street, the volumes are expected to decrease by approximately 1,000 vehicles per day. Lastly, 3rd Avenue volumes between Main Street and Pratt Street are predicted to decrease by as much as 3,000 vehicles per day.

Conversely, models predict an increase in traffic volumes along existing portions of Boston Avenue. The Boston Avenue ADT between Sunset Street and Hover Street is expected to increase by approximately 1,000 vehicles per day from 4,600 vehicles per day. Between Sunset Street and Price Road, the Boston Avenue traffic volumes are expected to increase by as much as 2,000 vehicles per day from 6,900 vehicles per day. The proposed extension east of Main Street is expected to carry 6,000 vehicles per day which explains both the decreases on 3rd Avenue and the associated increases along existing portions of Boston Avenue to the west.

According to the LACP Boston Avenue is designated as a neighborhood collector west of Price Road (see solid green alignment in Attachment 4). West of Hover Street, Boston Avenue becomes Rogers Road and connects to Airport Road at its westernmost terminus. Rogers Road is also designated as a neighborhood collector street. East of Price Road and the BNSF railroad tracks, Boston Avenue is a local street serving a number of properties with intersections at Pratt Parkway and Main Street. Boston Avenue continues as a local street east of Main Street just north of the property located at 116 South Main Street (formerly the Mazda of Longmont Dealership) which the City currently owns and is leasing to the dealership. Boston Avenue terminates just east of Kimbark Street one block east of South Main Street.

There are three goals with the proposed Boston Avenue connection:

- 1) Connect the two segments of Boston Avenue across the BNSF railroad tracks just east and west of Price Road. Agreements between the City and the BNSF railroad and Public Utilities Commission (PUC) will be required for the street crossing of the railroad. Also the City will need to acquire portions of the properties east of the tracks in order to complete the street connection.
- 2) Change the local street designation on the existing portion of Boston Avenue from east of the railroad crossing to Main Street to a Neighborhood Collector street.
- 3) Connect the segments between Main Street and Martin Street. This section will also need property acquisition from the City to be completed.

Discussion (23:23)

Is there an issue with FasTracks? Initially, the FasTracks platform was planned to sit on 1st Avenue right-of-way on the east side of the tracks. Parking for the site and how to route traffic through the site proved to be problematic so other alternatives are being considered. One issue is how to get traffic into the site from the east side of town without congesting the 3rd Avenue and Main Street intersection. The Southeast Urban Renewal Area has expressed an interest in seeing this area become a new link.

Did Staff consider the traffic impact on specific travel lanes (i.e. southbound on Main to eastbound on 119)? The preliminary traffic analysis determined that we should see some

improvement when Martin Street is completed with further improvement when the Boston Avenue Extension is complete.

How many private properties will be directly impacted? The design, which is currently incomplete, will determine this.

How will the railroad tracks be crossed? Staff is looking at an at-grade crossing with a gate. The railroad and PUC have been consulted.

Will there be a traffic signal at Boston and Pratt Street? Yes.

How far from the new light will the next light to the south be? Staff hasn't gotten into this level of detail yet. Instead of a light, can a traffic circle be utilized? It is something that will be considered.

Would an overpass be way more expensive than a silent crossing? Yes, the cost difference would be approximately from \$250,000 to 5M. Is the cost difference worth it with FasTracks coming in? FasTracks trains will be only three cars long and will block the intersection for a much shorter period of time than freight trains so staff has not been overly concerned about the traffic impact from FasTracks.

Mr. Hardie, 13 and 23 Boston Court – This is a good project for the City and for the truckers; we need it. In 1956, trucks traveled down 3rd Avenue; this designation was eventually changed to 2nd Avenue. The new street will help release the pressure for delivery trucks. Delivering products into Longmont's commercial/industrial area will be much easier with the Boston Avenue Extension.

Chairperson Sommers made a motion (47:00) that the TAB recommends that the City Council approve the Amendment to the Comp Plan as presented. Buzz Feldman seconded the motion. Passed unanimously.

6. OLD BUSINESS

Street Fund Sales Tax Election Update (48:30) – City Council approved an ordinance on 1st Reading to put the five-year extension Street Funds Sales Tax on the ballot in November. The primary concern with asking for a ten-year extension was the current state of the economy. 2nd Reading will be August 26. Nick has a Kiwanis luncheon on August 26.

There potentially could be three ballot issues – Street Funds Sales Tax Extension, Approval of a Sanitary Sewer Bond, and Telecommunication use of City Facilities. This will be a mail ballot this year and the ballots will be mailed on October 12. Staff is in the process of preparing a mailer. Staff is required to provide factual information only. The TAB members are able to express their opinion on why people should vote yes. This is also an opportunity for the TAB members to go to presentations to express their opinions. Let staff know if you're interested. This is a good opportunity to send letters to the Times Call editor.

7. COMMENTS FROM BOARD MEMBERS (55:26)

Comp Plan - Gary Hodges asked if the Comp Plan addresses street light placement distance between street lights? There is on a couple of corridors (i.e. County Line Road and SH66) and is not addressed generally. State Highways are also addressed through the State Highway Access Code. Gary noted that

any time a new signal comes up it hasn't been refused due to the Comp Plan regs. Staff has talked about bringing Signal Timing to the TAB in the fall.

6th Avenue and Main Street – Gary Hodges noted that by Save a Lot Gas Station at 6th & Main, there's a decorative planter that when making a right turn, it's hard to see traffic coming from the south. Also, westbound Longs Peak Avenue turning north on Hover, there's some tall grass that obscures visibility.

Compliment Staff on the changes made on Kimbark Street and the Area – Buzz Feldman. Per Staff, between 45 and 50 parking spaces have been added as well as bike lanes have been updated/added.

8. COMMENTS FROM CITY COUNCIL LIAISON

There was none.

The meeting was adjourned at 7:15 p.m.