

**ACTION MINUTES  
TRANSPORTATION ADVISORY BOARD  
February 8, 2021**

**1. CALL TO ORDER**

Chairperson Lurie called the February 8, 2021 meeting of the Transportation Advisory Board to order at 6:00 p.m., via WebEx.

**2. ROLL CALL**

Board members present were Neal Lurie, Jacques Livingston, Courtney Michelle, Sandra Stewart, David Droege, Liz Osborn and Joe Long. Council Member Peck was present as the Council liaison to the Board.

City staff present were Tyler Stamey, Phil Greenwald, Jim Angstadt, Ben Ortiz, Annie Noble, Francie Jaffe, Jane Madrid and Board Secretary, Stacy Depe.

**3. APPROVE MINUTES OF PRECEDING MEETING**

**BOARD MEMBER DROEGE MOVED TO APPROVE THE JANUARY 11, 2021 MEETING MINUTES. BOARD MEMBER MICHELLE SECONDED THE MOTION. MOTION APPROVED 7-0.**

**4. COMMUNICATIONS FROM STAFF**

Mr. Stamey expressed his thanks for our special guests attending from DRCOG to talk about the 2050 Metro Vision Transportation Plan. He noted that one item in the packet is out of order. The Roadmap goes with 6A, but all information is there.

Mr. Greenwald suggested with DRCOG's presentation on the WebEx meeting today to have them present first so they do not have to remain on call as long. No objection from the Board or DRCOG to present first. Mr. Greenwald added he had sent out DRCOG's Citizen's Academy invitation for those on TAB that wish to participate, it will be held virtually through Zoom.

Mr. Stamey shared there will be a Boulder County Transportation Projects Open House on February 18, 2021 and will send out the link.

Chairperson Lurie asked what the agenda was for the Boulder County meeting. Mr. Greenwald responded that it was an update of the transportation projects the county currently has underway.

**5. PUBLIC INVITED TO BE HEARD**

Rebecca Parrot joined the meeting to express her concerns as a Longmont citizen and to shine a light on a neighborhood that needs the city's attention. It is her belief that Longmont has not done enough for the northern Longmont area. North Longmont has presented bicycle and pedestrian safety concerns, yet she has seen little evidence of Capital Improvement Projects that address the safety of that area's residents. North Longmont's sidewalks and roads are not good enough, especially on the arterial roadways.

Last week a car driving eastbound on 17<sup>th</sup> Street plowed over the sidewalk adjacent to Janet Pearson's property between Atwood and Collyer. This is the twelfth time that something like this has happened. In her opinion, it isn't about drunk driving and watching the road but about the fundamental design of the roads in north Longmont. An example; walking down 17<sup>th</sup>, crossing Atwood, the roadway narrows from twenty feet wide to eleven feet wide with the sidewalk adjacent to it. In her opinion, this funneling and road narrowing contributed to why that drunk driver would have killed any pedestrian on that sidewalk and that 17<sup>th</sup> Street has multiple cases of road narrowing with no shoulders and many family's front yards. Other streets, such as 9<sup>th</sup> Avenue, 19<sup>th</sup> Street and Collyer Street all also have instances with road narrowing with sidewalks adjacent to the road. She suggests that the lack of attention in the northern area takes an underlying disparity of the public projects, as northern Longmont is one of the densest and lowest income parts of the city. She asks the board prioritize and stay focused on public safety, without devaluing any other areas of concern.

Mr. Stamey commented he appreciated the feedback, indicating there are lots of challenges in this area that are being looked at. In general, the design standards have evolved over time and they are looking at detached sidewalks with rebuilds. He noted a project between 9th Ave between Hover Street and Coffman Street is on the plan for this year. It will be addressing and re-allocating lanes, including a bike lane that will provide an additional buffer for the sidewalks. He agreed that 17<sup>th</sup> Street probably needed a closer look to address some of the issues mentioned.

Mr. Greenwald added the Equitable Carbon Free Transportation Roadmap presentation that will be after the DRCOG presentation tonight will address some of these equity issues.

## **6. INFORMATION ITEMS**

### **A. DRCOG 2050 Metro Vision Regional Transportation Plan (Lisa Houde, Alvan-Bidal Sanchez and Jacob Riger, DRCOG)**

The 2050 Metro Vision Regional Transportation Plan, a long-range plan for the region's transportation needs over the next 30 years that determines future funding priorities for transportation projects. As the federally designated transportation planning agency for the Denver region, DRCOG (Denver Regional Council of Governments) prepared the 2050 RTP in partnership with the Colorado Department of Transportation, the Regional Transportation District, local governments and other transportation stakeholders. The draft plan is scheduled to be released in mid-February and will be open for public review and comment for 30 days prior to a public hearing.

- Regional Transportation Plan
  - Region's multimodal vision
  - Fiscally-constrained (what's feasible)
  - TIP funding for road & transit projects
  - Implements Metro Vision
  - Updated frequently (every 4 years)
  - Developed with partners
  - Federally required (MPO function)

## Transportation Advisory Board

February 8, 2021

Page 3

- Project Schedule: Draft Plan Review
  - Summer/Fall 2019 – Phase 1: Visioning and Education
  - Winter 2019/Spring 2020 – Phase 2: Investment Priorities and scenario options
  - Fall/Winter 2020 – Phase 3: Plan Development
  - Spring 2021 – Phase 4: Draft plan review
- What We Heard: Themes of Public Engagement
  - Invest in transit, sidewalks/bike paths, safety
  - Less interest in funding new roads/highways
  - Reduce greenhouse gas emissions/vehicle miles traveled
- Stakeholder Engagement
  - County Transportation Forums
  - CDOT
  - RTD
  - Local Governments
  - DRCOG
    - Transportation Advisory Committee
    - Regional Transport Committee
    - Board of Directors
- Components of The Plan
  - Regionally funded projects
  - 2040 RTP Carry-over projects
  - Locally funded projects
  - Remaining categories/allocations
- Project and Program Investment Priorities
  - Safety
  - Active Transportation
  - Air Quality
  - Multimodal Mobility
  - Freight
  - Regional Transit
- How to Give Input
  - Online on-demand open house
    - Surveys and discussion boards
  - Virtual public meetings late February/early March
    - More Q&A with DRCOG planners
  - Interactive map
    - Explore projects in detail
  - Public comment
  - Public hearing

Board Member Droege commented that, referring to the first question in the discussion/questions, he isn't sure he has seen enough detail with the plan to gauge how well it meets the needs. He added, the questions he rated high were because it was clear we are currently talking about those things not just assuming what improvements need to happen. If same questions were asked about multimodal, clean air and active transportation thirty years ago, he isn't so sure they would have been on the table. The fact that you are seeking input implies it is more likely those items will be included in the plan. Ms. Houde indicated once the final plan is released, it may answer more of those types of questions. These are topics that have not always been priorities in the past and she appreciates the feedback.

Board Member Livingston expressed his thanks for the presentation and said it will be interesting once it evolves to the next step. He asked how we will know we are succeeding and what will we measure our work against to determine that success. Mr. Riger responded that there are several ways they outlined performance management. The two main plans include Metro vision plan, where there are quantitative measures and targets and the second includes transportation performance management both which are explained in much more detail in the report.

Chairperson Lurie noted he realized this is a long term plan with one of the largest shifts in transportation, likely in decades, where people made work from home a necessity. What extent does DRCOG currently get involved with public awareness, encouragement and influence campaigns as it relates to working from home. It seems like it could be a missed opportunity given the huge shift to working at home. Mr. Riger indicated both in this plan and DRCOG there is an entire program called The Way to Go that is dedicated to alternative ways to commute. He referenced chapter two and three where it talks about Telework in the upcoming report.

Board Member Osborn stated that perhaps information infrastructure needs to be considered.

Board Member Stewart said the information provided is excellent. She pointed out not enough time was available to focus on the depth of this information and she looks forward to going online to read more. This is very important and is a personal responsibility for each one of us, as well as corporate, to improve safety overall.

Board Member Osborn added she was hoping that either in transportation or multimodal by 2050 we plan for non-manned type aircraft, delivery or robot types of things as it seems to be missing. Mr. Riger responded that this is a really good point and there wasn't time to talk about this in the presentation but there is a plan called Mobility Choice Blueprint that touches on the role and impact of technology in the future.

Ms. Houde shared additional information can be found at [DRCOG.org](https://www.drcog.org). Information will also be shared with Mr. Stamey and Mr. Greenwald upon release so it can be forwarded to each Board Member with a more direct link.

## 7. ACTION ITEM

- Equitable Carbon Free Transportation Roadmap (Phil Greenwald, Francie Jaffe)\*

The purpose of the Equitable Carbon-Free Transportation Roadmap (ECFTR) is to pull together the different City equity and carbon-free plans in relation to the transportation sector to create one coordinated action plan that has expanded steps to reach the City's adopted goals. This Roadmap provides direction to achieve the City's (and, more recently, the State's) greenhouse gas goals and create a healthy living environment that effectively engages all members of our community to create diverse, innovative solutions.

The stated City goals that this plan is combining are:

- Reduce overall greenhouse gas emissions by 69% by 2050
- Reduce transportation-related fuel consumption by 33% by 2050
- Increase equitable access to transportation infrastructure for all segments of the community
- Prioritize the construction of missing links to connect bicycle and pedestrian facilities citywide to allow a broad choice of safe ways to travel other than by car
- Educate and provide funding to enhance the overall safety of the transportation system for all users
- Reduce greenhouse gas emissions from the transportation sector by 96% in 2050 (Statewide goal)

Three base strategies and four equity priorities were established to guide and shape this Roadmap to achieve greenhouse gas reduction goals while building community support and inclusion. The base strategies and equity priorities work together to help reach the goals of this Roadmap.

### Base Strategies

Each of the following base strategies are focused on reducing vehicle emissions and their impacts:

1. Shorten and Reduce the Number of Trips: Reducing the number and length of vehicle trips taken is the most direct way to reduce transportation-related emissions. The City and its partners can use outreach, incentives, programs, and infrastructure to encourage residents and employees to consolidate errands and work from home.
2. Shift Modes: The majority of Longmont commuters still drive to work alone. The City can work with employers and property managers to expand education, and improve the quality of infrastructure, to increase the safety and comfort for residents using alternative forms of transportation. The City is also committed to land uses and new development patterns that promote access to walking, bicycling and riding transit—all mode shifts—rather than driving a personal vehicle.
3. Reduce Direct Vehicle Emissions: When reducing the number of vehicle miles traveled or shifting modes is not an option, drivers can choose reduced- or zero-emission vehicles. The City can adopt policies and promote programs that encourage individual and fleet ownership of electric vehicles and participation in EV car share programs as well as the buildout of EV charging station infrastructure.

The future actions detailed in the ECFTR are guided by each of these strategies to meet the goals of GHG reduction and improved air quality.

Equity Priorities

The City continues to work to expand inclusion and equity throughout City programs. The following four equity priorities were identified through community engagement and outreach conducted as part of the Roadmap and from past City efforts and priorities:

1. Connect: Ensure connectivity and visibility for all.
2. Include: Build greater inclusion of various languages, cultures and abilities in the development and implementation of projects.
3. Barriers: Address cost burdens and eliminate barriers around access to programs and job opportunities.
4. Safety: Identify and resolve actual and perceived safety concerns.

The Roadmap highlights where these priorities have been a focus in past City efforts and where these priorities should grow in the future. Expanding on these equity priorities builds community understanding, promotes inclusion, and works towards creating a resilient, sustainable and carbon-free Longmont for all.

To achieve the above priorities, the City needs to work across City departments, with residents, businesses, developers and partners throughout the region and state. The following Roadmap and future steps are the initial recommendations on how to create an inclusive, carbon-free, and healthy community. Ongoing research, pilot projects and re-evaluations of next steps will need to occur for Longmont to continue to be a leader in an ever-changing field of technology and best practices.

The report recommendations are being presented to the Transportation Advisory Board (TAB), Sustainability Advisory Board (SAB), Planning and Zoning (P/Z) Commission and the Longmont Downtown Development Authority (LDDA) Board of Directors. Staff is seeking input on the recommendations.

Board Member Stewart expressed how much she appreciates staff taking the time to give definition to 'equitable and carbon free' as it relates to the roadmap.

Board Member Michelle asked in regards to the percentage of reducing greenhouse gas emissions noted on page 13 of the plan, how did the percentage number come about as she doesn't see much of a difference in reduction between 2030 and 2050. Ms. Jaffe responded that it came from the 2016 sustainability plan, which at the time was a different City Council that had different goals.

Board Member Michelle also expressed her thanks for the collaboration and work that went into the roadmap.

Board Member Osborn echoed the thank you. She noted that two things were missing in the barrier section under equity priorities that affect both our lowest income and most vulnerable people. Those two things being reliability of transportation and around the clock transportation availability.

Board Member Stewart asked about timelines for some of the items noted and why we are not prioritizing sooner. Is there a better way to get these projects going to help the mindset of alternate modes of transportation? Ms. Jaffe responded that integrating EV education throughout the timeline and potentially hiring a cultural broker will help expand the education.

Board Member Livingston added he was looking at the equity priorities over the next four years as it will become a big topic. He likes the safety barriers and noted inclusion would be a good one for the cultural broker to start with. He also said connectivity and connecting to the community could be very powerful and doesn't want to lose this in the process.

Board Member Droege said he was looking at the handout where it reflects steps vs. goals and noted street safety shows up three times but none of them are selected as being pertinent. He feels this is a disservice in reducing car trips and miles conducive to pedestrian and bicyclist's deaths. He also suggests elevating street safety to be more feasible aspect in this plan. Mr. Greenwald responded that they are trying to determine where street safety is most critical and how to put those into the base goals. Moving towards zero deaths will be difficult to eliminate from the street system completely but all are working towards this. Board Member Droege added that he does understand this will be difficult to achieve and suggests that the wording be updated to align with the goals.

**BOARD MEMBER DROEGE MOVED TO RECOMMEND THAT CITY COUNCIL ACCEPT THE ECFTR WITH ADDITIONAL FEEDBACK OR DIRECTION. BOARD MEMBER LONG SECONDED. MOTION APPROVED 7-0.**

## **8. COMMENTS FROM BOARD MEMBERS**

Board Member Long asked what the broader plan for increased traffic with potential population increases would be surrounding rail, as he noted a 45 minute wait at a crossing this past weekend. Mr. Stamey responded that little can be done regarding rail in terms of how they operate. There is a form and a local number he can share that allows for comments and concerns with BNSF for blocked crossings and repair issues. Board Member Long added that he would have to assume other municipalities have had the same issues, would this be the same answer across the state? Mr. Stamey indicated yes and that there has been discussion with BNSF to communicate between cities regarding the very long trains (super trains) to alert when those may impact areas.

Board Member Livingston commented he doesn't want to forget about our local transportation. When we talk about equity and investments in north Longmont it reminds him of the question about what are we going to do for an equitable solution that serves the population that really rely on that local transportation. He is hopeful we do in an efficient and non-emission manner.

Board Member Osborn stated she wanted to thank the person that takes the notes, you do a great job.

Board Member Stewart added she thought this was a good meeting and didn't want to forget the lady that called in expressing the concern regarding the sidewalks. Mr. Greenwald added part of the determination with the roadmap, not mentioned during the presentation, is how monies are spent across the system.

Chairperson Lurie gave a huge thanks to the transportation staff for adding the speed radar at 3<sup>rd</sup> and Francis. This is an area where pedestrians can be challenged to cross safely with the added difficulty of seeing oncoming traffic around the parked cars. He asked about the St. Vrain greenway detour around South Pratt and when that may be open again if not already. Mr. Stamey responded that the next phase is anticipated this February. There are a couple of interim phases and the underpass won't be open for a month longer than initially anticipated that will include another round of detours. Completion of the underpass with access, not the project in its entirety, is expected in 2021.

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

Council Member Peck also thanked the Transportation Department. They are awesome and are constantly working on ways to make Longmont better. They ask for input and she feels that is very helpful. She will be logging into the RTD's Study Session tomorrow at 5:30 p.m. where discussion about the Northwest Corridor will be taking place. She will update all on how it goes.

#### **10. INFO ON UPCOMING TRANSPORTATION RELATED MEETINGS**

- A. February 26, 2021 – Longmont Economic Development Summit
- B. February 9, 2021 - RTD Northwest Study Session, 5:30 p.m.
- C. February 18, 2021 – Boulder County Transportation Projects Open House 6:00 p.m. to 8:00 p.m.

#### **11. ITEMS FOR UPCOMING AGENDAS (Next scheduled meeting is March 8, 2021)**

- A. RTD Annual Report to Longmont

**CHAIRPERSON LURIE MOVED TO ADJOURNMENT OF MEETING. NO ONE WAS OPPOSED. THE MEETING WAS ADJOURNED AT 7:54 P.M.**

Respectfully Submitted

TAB Chairperson/Vice Chairperson  
/sd