

Dear City Council:

Community Cycles would like to recommend the following transportation priorities for the 2022 work plan. These suggested actions would help us meet our VMT goals that TAB has indicated should be the transportation priority for the work plan. As with everything we do in Transportation, all projects and programs must also serve our Vision Zero goals. To get more people walking, biking and taking transit we must make those choices safe, convenient, affordable and efficient.

TAB's recommendation of policies and projects to reduce VMT was spot on. We see the horrible impacts of climate change all around us. What we are doing today merely nibbles at the edges. We must make bold moves, quickly, if we have any hope of reducing the carbon emissions associated with our high levels of VMT. And VMT is not just linked to our frightening climate crisis; if we are building more affordable and middle income housing it is unsustainable if most people drive. We need to build a robust, efficient, carbon-free, pleasant, and safe transportation system now.

Build 20 Miles of Protected Bike Lanes on Arterial Roads in 2022

Considerable VMT reduction is realized when road miles on arterial roads are repurposed for protected bike lanes. Denver has committed to adding 25 miles of protected bike lanes a year. Boulder Transportation staff has already identified four priority arterials and done some planning work around these: 55th, 63rd, Iris, south Folsom. These roads alone will provide much needed missing connections in areas that are not well served by multi-use paths and low traffic neighborhood connections.

Additionally, Baseline from 30th to Foothills Parkway could be done this year when it comes up for repaving through the Pavement Management Program. North 30th has significantly less traffic than south 30th and it passes through lower income, denser housing. We could, at low cost, do a four- to three-lane conversion (two travel lanes, a left turn lane and a protected bike lane).

We'd like to be clear here. The emphasis should be on getting the most protection as quickly as possible. We can start with lower-cost, flexible designs first and later make them more permanent and attractive. It is imperative we move quickly on building good miles of protected bike lanes that provide real connections with neighborhood streets and multi-use paths. This is what building the Low Stress Network looks like - having the political will to repurpose road miles without necessitating the many years and multi-million dollar effort of drawn out corridor studies.

Link Bike Improvements to Pavement Management Plan

This has begun somewhat haphazardly, but it should be policy that for every street that comes up for repaving; we don't just put down the lines where they were. Instead, we use repaving as an opportunity to make roads safer, especially those within the Low Stress Network.

Busways

The city should be looking for bus lanes on transit corridors that could be easily and inexpensively created requiring only paint, signage and pavement markings.

The most obvious one is the six-lane section of Broadway from Regent to Table Mesa. Repurpose one lane in each direction between Regent Dr and Table Mesa Dr to a bus (and right turn) lane. Broadway is the busiest transit corridor in the City, and currently offers zero travel time advantage for transit passengers.

Additional busways could be created with paint and repurposing on Arapahoe from Folsom to 63rd and Colorado from Folsom to Foothills Highway.

Move Parking Policy

Parking and VMT are intrinsically linked. We cannot reduce VMT without addressing the fact that, while land everywhere in Boulder is expensive, parking is plentiful and essentially free. The AMPS project was created to look at parking, but it has moved at a glacial pace and is not looking at parking from a land use, climate change or VMT perspective. We have created this problem by segmenting Parking Policy into Community Vitality. Community Vitality is very well-equipped to do parking implementation and enforcement. We should allow them to focus on that, their area of expertise, and use outside consulting resources overseen by Transportation to take a holistic view of our current policies through a lens of climate action, VMT, and equity, and reorient parking policies so that they are working for our goals, not against them.

Another quick idea for parking policy reform in development is to take 25% off of parking minimums, across the board. Most new development requests are granted this 25% reduction anyway. Then, to better align new development parking with our climate goals, continue to reduce by 5% per year until a new parking policy is passed. This could be done by Council in the first quarter.

Stop the TMP update

To free up staff time, TMP updates should be done on at least a seven year, rather than five year, time frame. Transportation staff has already started working on the next TMP. There is still much to implement in the last TMP and working on a new TMP takes valuable time and resources. If staff needs a strategic plan, as they say they do, in order to determine what projects they should seek funding for and what projects they should fund when opportunities arise, they should take one quarter to make a simple list. In general, it should also be easier to enact small, targeted amendments to the TMP, to allow it to respond dynamically to new needs and situations.

Leverage consultants for policy efforts

As suggested above, it would be appropriate to use outside consultants to update our parking policies, in order to save over-stretched city staff for project-level work where their local expertise is so critical. We have the need for much other policy-level work that could be done by consultants, including:

- The Design and Construction Standards update. Chapter 2 of the DCS guides details of both private and public transportation infrastructure in the city, and is badly outdated. A consultant is currently working on a small section of this document, but their scope should be widened to all of Chapter 2.
- The Street Design Guide, as identified in the city's TMP Action Plan, to provide "a public facing description of the city's best practices when designing and constructing streets." The Street Design Guide would be the higher-level corollary of the more detailed DCS.
- An updated and expanded *Traffic Signal Practices Manual*. The existing manual is very limited and does not provide the breadth of guidance needed to ensure that our traffic signal design and operation furthers our commitment to safe, efficient movement of pedestrians and bicycles and thereby reducing VMT. Updating and expanding this manual would be a very appropriate task for an outside consultant.

These are just a few new things that can be done this year. All of these items, in some form, are in the current TMP.

There are additional projects that have longer built-outs and require DRCOG funding that will really improve the viability of our low stress network and reduce VMT. These projects have been studied and should be move to the top of the list in seeking funding:

- 30th Street bike/ bus. ped improvements. There is funding for Colorado to Arapahoe. Colorado to Baseline and Arapahoe to Walnut should be the city's top funding priorities.
- Colorado Ave Bus Priority and Protected Bike Lanes
- East Arapahoe Corridor Improvements (dedicated bus lanes/ protected bike lanes)

Thank you for your time and service
Community Cycles Advocacy Committee