

MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



BICYCLE ADVISORY COMMITTEE

TYPE OF MEETING –REGULAR

January 25, 2021, 6:00 p.m.
Virtual Meeting via Zoom

FOR REFERENCE:

Chair:	Aaron Buckley	
Vice-Chair:	Jerry Gavaldon	
Staff Liaison:	Aaron Iverson/Tracey Lipfert	970-416-2471

1. CALL TO ORDER

Chair Buckley called the meeting to order at 6:00 PM.

2. ROLL CALL

BOARD MEMBERS PRESENT:

Aaron Buckley, Chair, Fort Collins Bike Co-op

Jerry Gavaldon, Vice Chair, Transportation Board

Mike Webber, Land Conservation and Stewardship Board

Jordan Williams, At Large Member

Whitney Allison, At Large Member

Dave Dixon, Bike Fort Collins

Ed Peyronnin, Colorado State University Campus Bicycle Advisory Committee

Katherine Chu, At Large Member

Todd Dangerfield, Downtown Development Authority

Kevin Krause, Natural Resources Advisory Board

ABSENT:

Mike Tupa, Parks and Recreation Board

Greg Wells, Senior Advisory Board

Rick Arneson, Bike Fort Collins

Ben Mayer, Poudre School District

Jason Miller, Air Quality Advisory Board

CITY STAFF PRESENT:

Cody Forst

Nick Heimann

PUBLIC PRESENT:

None

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3. AGENDA REVIEW

Chair Buckley reviewed the agenda and noted he will be stepping down as Chair.

4. CITIZEN PARTICIPATION

None.

5. APPROVAL OF MINUTES – DECEMBER 2020

Gavaldon made a motion, seconded by Williams, to approve the minutes of the December 2020 meeting as written. The motion was adopted unanimously.

6. UNFINISHED BUSINESS

None.

7. NEW BUSINESS

a. City Budget Update – Cody Forst

Cody Forst, Budget Department Senior Analyst, reviewed the 2020 revenue noting it was down 7.5% through the end of November, with sales and use tax accounting for 3.4% of that decline. He stated the early projected revenue shortfall was higher than the actual shortfall and discussed the City's underspend of \$41 million for the year. He discussed revenue losses in recreation and cultural resources and detailed the underspend amounts for the Planning, Development, and Transportation service area.

Forst stated the City is anticipating continued economic impacts into 2021 and 2022 from the pandemic. He reviewed the recently adopted 2021 budget and highlighted the Vine and Lemay overpass project for which funding was secured. He discussed the one-year budget process for the 2021 budget noting the major change of not being able to invoke the Budgeting for Outcomes teams. He discussed the 2021 revenue and budget and provided detail on transportation-related items.

Forst discussed the plans for the 2022 budget noting it, too, will be a one-year budget. Following that, the 2023-2024 budget will be back on a two-year cycle. He stated it is early to make revenue predictions for 2022, but the expectation is for flat to minimal growth at best.

Gavaldon requested additional detail regarding the budget numbers for executive and financial services. Forst replied he would follow-up with greater detail; however, he noted those are the only two service areas that are over-budget for 2020.

Gavaldon asked if reserves were used in 2020 or if they will be used for 2021. Forst replied reserves were heavily relied upon for 2021 and he could follow-up with

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additional detail. He stated reserves will also be used in the 2022 budget. He noted the underspend amounts will assist with the use of reserves.

Gavaldon expressed concern about the use of reserves since 2017 and requested follow-up on that as well.

Williams thanked Forst for his presentation and asked about the segment of funding provided to Parks by Transportation. Forst discussed the seven outcome areas for the City budget noting they are driven by the City's Strategic Plan. He stated Parks may have had a budget offer or offers that have a nexus with the Transportation and Mobility outcome area.

Gavaldon requested additional follow-up on the Lemay overpass.

b. Bicycle and Pedestrian Master Plans Overview – Nick Heimann

Nick Heimann, FC Moves Active Modes Program Specialist, discussed the layout and goals of the 2014 Bicycle Master Plan, including a 20% mode share, gender parity, zero fatalities and a reduction in serious crashes, a 162-mile full build network, greenhouse gas reductions, 80% of residents would live within ¼ mile of low-stress bicycle routes, 8,000 students would be educated annually, and a doubling of class participants. He noted the horizon for the plan was 2020 and he discussed the success of each of those goals.

Heimann discussed the four main themes of the plan: to achieve a safe and comfortable bicycle network, to focus on connectivity, especially in neighborhoods, to improve on connectivity to service providers and other local amenities, to establish and maintain strong partnerships to help build on these programs, and to be a leader in the industry and bicycling world in terms of infrastructure design and innovative program development.

Heimann discussed examples of City programming, including the Safe Routes to School Program, walk and bike to school days, Bike to Work days, Open Streets events, implementing a comfort-based bicycle map, implementing a bike share program and other shared micro-mobility, developing educational programs that target college-aged students and adults, and focusing on a diversion program to take an educational rather than punitive approach. He detailed efforts at addressing historically underrepresented groups from an equity perspective.

Gavaldon commented on the importance of recognizing diverse groups and ensuring they are equally served. He commented specifically on the Alta Vista, Andersonville, and Buckingham neighborhoods. He questioned the need for the inclusion of gender parity. Heimann replied he completely embraces the suggestion around equity and historically underrepresented groups. He also stated there is a goal to ensure women participate in the bicycle network noting an increase in safety encourages more women to ride.

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Heimann commented on bicycle signal detection and codifying a layered network to help prioritize infrastructure and programs that emphasize bicycling, walking, transit use, car sharing, etc.

Gavaldon asked about the restrictions on College Avenue for bicycle use. Heimann replied Highway 287, which is College Avenue, is managed by CDOT, and a number of questions remain as to the codification of bicycle use restrictions on College. He noted the Mason Trail is an alternative to College Avenue.

Heimann discussed the bicycle network chapter of the Plan and noted various aspects have already been accomplished, including wayfinding for tier one, two, and three priority bikeways, arterial intersection improvements, protected bike lane pilot projects, implementation of more trails, segment improvements, and some grade-separated crossings.

Heimann discussed the implementation chapter of the Plan and mentioned specific areas throughout the city that have been fully completed or are being designed. He stated Fort Collins is one of five platinum level bicycle-friendly communities.

Chu asked if the 12% number mentioned by Heimann is the percentage of bicycle commuters. Heimann replied in the affirmative and stated that may be a ceiling for that number in some ways as the future of investment will be toward a more rounded approach.

Krause commented on the presentation and commented on raising the number of bicycle commuters and tying that to the budget. Heimann replied he envisions his group's work in the next five years being related to reevaluating what worked and what did not with the Bicycle Master Plan and to ensure the community is on the right track. He stated investment in infrastructure is the number one priority and important next steps include access for community members who would most benefit. He stated an update to the Bicycle Master Plan that is more of an Active Modes Plan is what he expects in 2021 or 2022.

Krause commented that in order to achieve a step function change in ridership that the goal aims for (but were not reached), the approach angles may need to be re-evaluated. He brought up the idea of directly compensating citizens who choose to ride bicycles instead of driving single occupant vehicles, noting that single occupant vehicle use is arguably subsidized in many ways today. Additionally, this could be a means to improve the equity of ridership, by targeting compensation programs to e.g. lower income or other under-represented groups more heavily. Board member Jordan Williams also expressed interest in this concept in the zoom chat.

Gavaldon commented on excessive speeds on Cherry and Maple Streets and stated speed calming needs to occur there in order to make cyclists feel comfortable. He also commented on Maple Street having too many stop signs. He suggested looking at Dave Dixon's presentation regarding the Elizabeth and Shields

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and Elizabeth and Taft Hill intersections. Heimann replied he and his team have worked with Bike Fort Collins on those projects.

c. **DDA Alleyways – Todd Dangerfield**

Todd Dangerfield, Downtown Development Authority, discussed the history of the downtown alleyway improvement project noting a total of seven alleys have been completed to this point. He stated there are ten remaining alleys to enhance per the 2008 alley master plan and noted the DDA is set to sunset as an organization in 2031; therefore, the Board has opted to bundle the ten remaining alleys into groups of two or three with design in one year and build in the next. Dangerfield outlined the plan for the next improvements and discussed elements that are typically included in the alley projects. He commented on the importance of creating a pedestrian experience to ensure the alleys are used as pathways to navigate the Old Town area. He also discussed the consolidation of trash and recycling containers in the enhanced alleyways.

Dangerfield discussed the thematic elements of the redesigned alleys and showed a video produced by the DDA to showcase the projects. He outlined the construction schedule for this year's alley projects.

Chair Buckley and Gavaldon commended the presentation and alley work.

d. **Chair Nominations – All**

Chair Buckley noted there is a plan for a joint meeting with the Transportation Board on February 17th and stated he would like nominations to occur this evening.

Williams stated he would like to learn more about the Chair position and would consider nominating himself.

Chair Buckley stated he would be willing to meet with anyone regarding details of the position.

Gavaldon noted his term as the BAC liaison from the Transportation Board will end in November of 2021 and he would be happy to remain as Vice Chair until that time.

8. BOARD MEMBER REPORTS

Webber reported on recent Land Conservation and Stewardship Board meetings regarding oil and gas regulations, easement policies, upcoming changes to the Lighting Code, the movement of CDOT's weigh station on I-25, the renegotiation of the Fossil Creek Reservoir recreation lease, reimagining Boards and Commissions, and land conservation updates on land near Red Mountain Open Space.

Williams mentioned an upcoming grant opportunity to help underserved communities with E-bikes. Dixon replied he believes the City will be applying for that grant and Bike Fort Collins will be partnering with them on an element of it.

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Allison reported on the registration launch for FoCo Fondo.

Dixon reported on efforts to increase road signage on Highways 34 and 14 and elsewhere around the County. He also reported on a 'paint the pavement' initiative to improve safety at certain intersections.

Gavaldon commented on the dramatic increase in sales of used bicycles.

9. OTHER BUSINESS

a. Transportation Board Report

Gavaldon reported on the recent Transportation Board meeting during which the bicycle and pedestrian counts and the 2020 annual report were discussed. He noted the Board sent a letter of concern to Council regarding the stacking traffic issues on College Avenue at Raising Cane's. He stated the Board will be conducting Chair and Vice Chair elections in March.

b. Staff Liaison Report

Iverson stated an offer has been accepted for the Active Modes Manager by a woman who currently works for the Metropolitan Planning Organization in Chattanooga. He stated she will begin in March. He also noted the new bike share company will be selected soon.

Iverson stated the February 17th meeting will be a joint meeting with the Transportation Board.

c. Call for Agenda Items

10. ADJOURNMENT

The meeting adjourned at 8:06 PM by unanimous consent.