

MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



BICYCLE ADVISORY COMMITTEE

TYPE OF MEETING –REGULAR

December 11, 2019, 6:00 p.m.
Conference Room A, 281 North College Ave, Fort Collins, CO

FOR REFERENCE:

Chair:	Aaron Buckley	
Vice-Chair:	Marcia Patton-Mallory	
Staff Liaison:	Tessa Gregor	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, Transportation Board
Marcia Patton-Mallory, At Large Member
Todd Dangerfield, Downtown Development Authority
Mike Tupa, Parks and Recreation Board
Jason Miller, Air Quality Advisory Board
Sylvia Cranmer, Colorado State University

CITY STAFF PRESENT:

Caleb Feaver
Seth Lorson
Tessa Gregor
Paul Sizemore

PUBLIC PRESENT:

None

ABSENT:

Becky Cramer, At Large Member
Chris Hunt, Poudre School District
Bob Mann, Natural Resources Advisory Board
Mike Weber, Land Conservation & Stewardship Board
Rick Arneson, Bike Fort Collins

3. AGENDA REVIEW

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There were no changes to the published agenda.

4. CITIZEN PARTICIPATION

5. APPROVAL OF MINUTES – OCTOBER 2019

Patton-Mallory made a motion, seconded by Gavaldon, to adopt the October 2019 minutes as written. The motion was adopted unanimously.

6. UNFINISHED BUSINESS

7. NEW BUSINESS

a. Power Trail/Harmony Grade Separated Crossing – Caleb Feaver

Caleb Feaver, Engineer Project Manager, discussed the location of the project noting it was the number one priority in the city for grade-separated crossings. He detailed the alternatives analysis and resulting options for providing a grade-separated crossing at the site. He also discussed the existing funding and timeline for the project.

Feaver stated the option recommended by staff is the west underpass, which has a price of \$7-10 million. He stated this option is user friendly, is consistent with user expectations, and meets the city's aesthetic expectations. He noted staff is intending to construct the trail gap regardless of when funding for this project is complete.

Feaver provided illustrations of the proposed underpass and requested input as to the suggested option and when the Committee would like to hear the next presentation.

Gavaldon asked if staff has cost numbers for other options. Feaver replied there are preliminary cost ranges for each option and he would have Gregor provide those at a later date. Gavaldon stated he would have liked to have seen more detail on the options and their costs. He also requested trail user numbers.

Feaver went on to discuss the other options and estimated costs. Dan Woodward, Engineering Capital Projects Manager discussed the reasons for the cost ranges, which include impacts to utilities and construction phasing. He stated the cost estimates will be narrowed down as design becomes more detailed.

Gavaldon mentioned the possibility of installing some type of iconic overpass. Feaver replied it is feasible; however, there are challenges in coordinating with the railroad and noted an overpass is more costly than an underpass in this instance.

Dangerfield asked if staff has reached out to area businesses to determine their preferences. Feaver replied in the negative noting staff first wanted to hone in on

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feasibility and a timeline prior to public outreach.

Gavaldon stated he could not provide a recommendation without additional information on costs of other options.

Chair Buckley supported the recommended design given the smaller amount of detour from the Power Trail and ease of use. Miller agreed.

Cranmer stated the staff recommended option seems to provide the lowest impact.

Patton-Mallory commented an overpass may just add clutter and supported the staff recommendation.

Gavaldon stated he would like staff to reach out to area businesses for opinions and suggestions.

Tupa stated he would also reserve making a recommendation pending public outreach and more information on trail users and other options. He stated a uniquely designed overpass could help celebrate the city's bicycle culture. He recommended staff continue to study the issue in order to provide further detail.

Feaver stated he would provide the cost estimates of the other options to Greemor to give to members.

Patton-Mallory expressed support for the staff recommended alternative and opposed an overpass.

Dangerfield opposed an overpass due to the visual impact and suggested the underpass be wide and welcoming. He suggested there be research into some type of intermediate efforts at a McMurry crossing if the funding for this project ends up being several years away.

Boardmembers discussed existing conditions for cyclists and pedestrians in the area.

Woodward stated limited public outreach has occurred; however, specific businesses have not yet been contacted. He stated the funding strategy is to have funds by 2023-24.

Gavaldon requested some of his concerns and comments be addressed prior to the next Transportation Board meeting.

Chair Buckley requested a vote regarding support for the staff recommended alternative.

Tupa replied in the affirmative with the caveat that staff look at alternates that carry the trail down McMurray as an interim.

Gavaldon replied in the affirmative with the caveat that additional cost information is provided and interim plans are utilized.

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Dangerfield, Cranmer, and Patton-Mallory replied in the affirmative. Patton-Mallory suggested having additional information related to the flaws of the other options for the Transportation Board and public outreach.

Chair Buckley and Miller expressed support for the staff recommended option.

Boardmembers voted unanimously with Tupa abstaining to support the staff recommended option and requested Feaver return in January with additional information.

b. Mountain Avenue Reshaping Project – Seth Lorson

Seth Lorson, Transit Planner, stated this item involves a conceptual reshaping of Mountain Avenue as it goes through downtown, between Howes and the Lincoln bridge with a focus on East Mountain Avenue. He stated the area does not include a bike lane, the sidewalk drops off, and it is a main area for Lyft and Uber drop-off and pick-up. He stated the general objectives for the project are to create a design that supports all travel modes and maintains flexibility for future innovations, to engage stakeholders, to design with the City's climate, equity, and inclusion goals, and to continue the tradition of great downtown design.

Lorson discussed the management team, steering committee, and business engagement committee for the project. He stated the project will consist of an existing conditions study, modal use study, study of the physical aspects of the area, and future expectations for the area.

Lorson detailed the public outreach plan and outlined the likely timeline for the project. He requested input from members regarding what improvements they would like to see in the area.

Chair Buckley replied the corridor lends itself to a dynamic streetscape that may change throughout the day.

Chair Buckley stated he would like to see Mountain Avenue speeds slow down and allow the area to be more dynamic.

Gavaldon stated parking is an issue in the area and stated he would not want any additional parking spaces lost. He also suggested Uber and Lyft drop-offs be relocated and stated he would like to see the trolley tracks retained. Gavaldon also requested assurance area businesses would be impacted as little as possible.

Dangerfield requested input related to economic health. Dan Woodward, Capital Projects Manager, replied an economic health team has been formed to look at construction impacts throughout the city. He discussed changes that have been made to the process, particularly in Old Town.

Boardmembers discussed the larger vision of Old Town and its connection to the River District.

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Gavaldon requested staff work with Ranchway Feed to ensure they remain successful.

Tupa stated Mountain Avenue serves as a connector into Old Town from three major transportation corridors and stated the pedestrian use should be celebrated in a more obvious way at its intersections with Remington and Mason.

c. E-Bike Pilot Program Preliminary Summary – Tessa Gregor

Gregor reviewed the steps that led to the E-bike pilot program and the goals of the pilot. She discussed the data collected thus far, including surveys and speed, and stated data reporting categories include safety, utilization, and public perception.

Gregor stated there have been no E-bike related crashes reported to police during the pilot program and few reports of E-bikes on unpaved trails. She stated written comments have been split in support of and opposition to E-bikes on trails.

Gregor discussed the speed and survey results. She noted there is more support for class 1 E-bikes on trails as opposed to class 2 and generally more support to allow them on trails than to oppose them.

Nancy Nichols, Safe Routes to School, noted the safest place for youth to bike and walk is on the trail system. She stated she would favor an age restriction if E-bikes are ultimately allowed on trails. She suggested the inclusion of data related to the fact there are motors on E-bikes.

Gregor noted the next step is for the Committee to make a recommendation which will be on the January agenda.

8. BOARD MEMBER REPORTS

Tupa reported on a number of park improvements under design.

9. OTHER BUSINESS

a. Transportation Board Report

Gavaldon reported the Transportation Board received a presentation on protected bike lanes.

b. Staff Liaison Report

Gregor stated there will not be a December meeting.

Nichols reported she presented at the Safe Routes to School national conference in November on Fort Collins' bike field trips and adaptive equipment used for those field trips.

c. Call for Agenda Items

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10. ADJOURNMENT

The meeting adjourned at 8:15 PM by unanimous consent.