

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## BICYCLE ADVISORY COMMITTEE

### TYPE OF MEETING –REGULAR

February 28, 2022, 6:00 p.m.  
Remote Meeting via Zoom

#### FOR REFERENCE:

Chair:	Jordan Williams
Vice-Chair:	Dave Dixon
Staff Liaison:	Cortney Geary

#### 1. CALL TO ORDER

Chair Williams called the meeting to order at 6:03 PM.

#### 2. ROLL CALL

##### BOARD MEMBERS PRESENT:

###### **Jordan Williams, Chair, At Large Member**

Dave Dixon, Vice Chair, Bike Fort Collins  
Rob Owens, Transportation Board  
Mike Weber, Land Conservation and Stewardship Board  
Mike Tupa, Parks and Recreation Board  
Ed Peyronnin, Colorado State University Campus Bicycle Advisory Committee  
Tim Anderson, Fort Collins Bike Co-op  
Whitney Allison, At Large Member  
Jason Miller, Air Quality Advisory Board  
David Hansen, Colorado State University  
Jonathan Crozier, Poudre School District

##### ABSENT:

Todd Dangerfield, Downtown Development Authority  
Kevin Krause, Natural Resources Advisory Board  
Katherine Chu, At Large Member

##### CITY STAFF PRESENT:

Ginny Sawyer, Policy and Project Manager  
Brian Kurotsuchi, FC Moves Safe Routes to School  
Aaron Iverson, FC Moves Senior Manager

##### PUBLIC PRESENT:

Johnny Dagget, Brave New Wheel  
Jack Todd, Bicycle Colorado  
Ron  
Janet Werst, Safe Kids Larimer County

## BICYCLE ADVISORY COMMITTEE

### TYPE OF MEETING – REGULAR

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#### 3. AGENDA REVIEW

Chair Williams reviewed the agenda and noted the House Bill that will be discussed has been introduced in the Senate and assigned to the Transportation and Energy Committee.

#### 4. CITIZEN PARTICIPATION

Jack Todd, Bicycle Colorado, noted his organization is the chief agency supporting the Safety Stop legislation. He requested the Committee's support of the legislation with the hope of also getting support from the City. He discussed the importance of statewide adoption of the legislation for practicality reasons. He noted data from states that have adopted this legislation show crash numbers dropping dramatically. He stated some amendments are in the works, including a potential age restriction not allowing children under age 14 to commit a safety stop unless a parent or guardian is with them, and exempting bike specific lights and signs.

Ron expressed support for the legislation and noted most cyclists utilize safety stop anyway.

Janet Werst, Safe Kids Larimer County, stated her organization focuses on injury prevention for children birth to 19 years of age. She stated the organization wrote a letter opposed to this legislation for children. She supported the possible age restriction amendment.

#### 5. NEW BUSINESS

##### a. HB22-1028 – State 'Safety Stop' Legislation

Chair Williams noted the City of Fort Collins currently has a statement of opposition to the bill listed online; however, that could change. He read letters from other members of the Committee, including one from Katherine Chu in support of the safety stop legislation, particularly with educational components for youth, one from Kevin Krause expressing surprise the City's Legislative Review Committee recently put out a statement opposing the legislation and expressing support for safety stop citing decreased crash numbers and the increased efficiency of utilizing safety stop, and one from Todd Dangerfield supporting statewide adoption of the legislation.

Weber expressed general support for statewide legislation out of convenience and decriminalization; however, he stated the position of Safe Routes to School does raise some concerns.

Allison discussed her experience with safety stop in Boise and noted education for drivers and cyclists will be critical. She concurred the increased efficiency will encourage cycling which will help with climate goals.

Tupa expressed general support for the legislation but expressed some

## BICYCLE ADVISORY COMMITTEE

### TYPE OF MEETING – REGULAR

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reservations. He stated the legislation seems to focus on only one type of crossing.

Dixon stated he and Bike Fort Collins support the legislation with the age restriction amendment. Mr. Todd noted that amendment is currently being drafted.

Allison commented on a portion of the bill and asked if it meant cyclists would be required to stop at a light. Mr. Todd replied in the affirmative and stated the legislation allows for cyclists to treat stop signs as yield signs and stop lights as stop signs.

Weber supported the age restriction amendment.

Peyronnin supported the statewide aspect of the bill and supported the age restriction amendment. He commented on the importance of education and communication to both riders and drivers. He also questioned how enforcement would be provided and stated the Campus Bicycle Advisory Committee would like to discuss the topic at a meeting very soon. He stated he is personally in support of the legislation; however, he cannot yet speak on behalf of the Campus BAC.

Crozier expressed support for the age restriction amendment stating younger children do not have the ability to assess risk, consequence, and speed. He noted education will be critical for both parents and children.

Chair Williams asked Mr. Todd to discuss the education amendment in the bill. Mr. Todd replied the amendment, which is part of the bill, requires CDOT to partner with non-profits and local entities on education. He also noted Bicycle Colorado has developed materials for educating both children and adults.

Ms. Werst asked if there is a requirement for CDOT to provide funding for education. Mr. Todd replied in the negative and stated there is no fiscal component to the bill at this time; however, he stated he is hopeful that can be worked out.

Hansen stated he cannot speak directly for the University at this time; however, a statement could ultimately be provided. He stated 15-20% of CSU students claim bicycling as their primary source of transportation and an additional 15-20% claim cycling as their secondary mode. He commented on college cyclists not understanding how to properly yield right-of-way at intersections and stated there are multiple documented crashes proving that point. He suggested there may be opportunities to design for improved situations including infrastructure improvements such as roundabouts.

Weber noted his comments were personal and not those of the Land Conservation and Stewardship Board.

Anderson noted adults are able to adjust riding habits; however, he stated having the issue dovetail with Safe Routes to School rules could be more complicated.

Chair Williams noted the City can keep its current stance against the legislation,

## BICYCLE ADVISORY COMMITTEE

### TYPE OF MEETING – REGULAR

---

modify that stance, or change it to support. He noted the BAC did not take an official stance in 2021.

Sawyer stated the Legislative Review Committee made its position prior to any communications going out. She stated the Committee based its decision on home rule and youth safety.

Anderson asked about the helmet law age restrictions. Chair Williams replied there is no helmet law. Mr. Todd concurred but noted the one exception is youth on class 3 E-bikes. He stated Bicycle Colorado is opposed to helmet laws as they can reduce access to biking, especially for low-income populations.

Tupa commented on making value judgements at stop signs and stated there is need for different signs at different types of intersections. He stated he would support the legislation as long as there is a change in signage to ensure all cyclists and motorists have the same information at each intersection.

Miller questioned whether individuals can speak on behalf of their Boards and Commissions without consulting them. He expressed personal support for the legislation and commented on his time as a League of American Bicyclists instructor in a community that has the legislation. He concurred the safety data is in support.

Owens stated one of the benefits of the law is that it is allow-cost solution to increase mobility when biking, and adding signage would increase cost, time, and energy output. He asked if there are any states or municipalities that have passed a safety stop legislation with an age restriction noting one benefit of the legislation is to decriminalize an activity. Mr. Todd replied none of the Colorado communities that have adopted this have included an age restriction, however he was unsure about other states. He also expressed concern about the criminalization issue.

Owens stated he is in support of the legislation given safety benefits.

Anderson concurred adding signage will increase expense and asked if the signs must state the local law. Mr. Todd replied there is ultimately no requirement to install signage in the legislation. He stated Fort Collins would bear that cost if it chose to add signage.

Chair Williams requested Sawyer clarify the Legislative Review Committee's (LRC) home rule and state highway objections. Sawyer discussed the legislative policy agenda formed by the LRC and noted the Committee only provides recommendations to the full Council. She stated the first section in the legislative policy agenda involves home rule and local control. She stated the transportation section of the policy agenda expresses support for all modes of safe transportation. She stated the Committee will likely support the age restriction amendment and noted the statement of opposition is a standard opposition, not an active opposition.

Chair Williams commented on recognizing the merits of a policy prior to objecting to

## BICYCLE ADVISORY COMMITTEE

### TYPE OF MEETING – REGULAR

---

it simply because it was not originated as a home rule policy.

Sawyer discussed the importance of outreach in Fort Collins and stated a local legislation would likely have more support of the LRC.

Mr. Todd questioned whether the City would take a similar home rule stance on a statewide legislation that was aimed at drivers. He suggested statewide adoption of the legislation is important if biking is supposed to be treated as a legitimate form of transportation. Sawyer replied she would assume the LRC would take a similar stance as the home rule issue is typically the first litmus test for bills.

Chair Williams stated the issue comes down to a right-of-way question. He commented on the importance of teaching right-of-way and stated the safety stop legislation elevates and incentivizes bicycling.

Hansen asked if there is any component to the legislation about teaching this in driver's education courses if approved. Mr. Todd replied the bill requests the Department of Revenue, which oversees the DMV, to add education to the next update of the state driver's manual.

Anderson asked Mr. Todd what would happen if the BAC makes no recommendation. Mr. Todd replied the City of Fort Collins would then remain in an oppose position and nothing would change.

Anderson noted it seems most regular riders in the group are already doing some version of safety stop.

Dixon commented on the importance of ensuring the LRC has the most recent and accurate data on the BAC's position in 2022. He made a motion to report to the Transportation Board that the BAC takes the position of supporting the legislation with an amendment to include an age restriction. Anderson seconded the motion. The vote on the motion was as follows: Yeas: Tupa, Dixon, Crozier, Miller, Owens, Anderson, Allison, Weber and Williams. Nays: none. Abstain: Peyronnin and Hansen.

THE MOTION CARRIED.

(\*\*Secretary's Note: Peyronnin and Hansen abstained given neither could offer a statement directly from CSU.)

Chair Williams stated a letter would be prepared to go to the Transportation Board for its next meeting.

## 6. BOARD MEMBER REPORTS

Dixon announced the Tour de Pie bike ride.

Crozier stated he is excited to be part of the Committee representing Poudre School

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## BICYCLE ADVISORY COMMITTEE

### TYPE OF MEETING – REGULAR

---

District.

Anderson commended Poudre School District on behalf of his family's experience.

Chair Williams stated the County's Horsetooth Management Open Space draft plan has been posted online for comment and review.

### 7. OTHER BUSINESS

- a. **Transportation Board Report**
- b. **Staff Liaison Report**

Geary announced an upcoming Bicycle Colorado webinar aimed to engage elected officials related to tracking and advancing sustainable transportation investments.

She requested Committee members complete a poll on their preferred meeting format for March. Most members expressed a preference for a hybrid meeting.

- c. **Future Agenda Items**

Chair Williams stated future agenda items will include manual bike and pedestrian count analysis, Mountain Avenue reshaping, and budget offers.

### 8. ADJOURNMENT

The meeting adjourned at 7:39 PM by unanimous consent.

## **BICYCLE ADVISORY COMMITTEE**

### **ATTACHMENTS**

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February 28, 2022, 6:00 p.m.

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The following letters were submitted in advance of the meeting by members who could not be in attendance and were read during the meeting by the Bicycle Advisory Committee Chair.

**From:** [Katherine C](#)  
**To:** [Jordan Williams](#); [Cortney Geary](#)  
**Subject:** [EXTERNAL] Letter to BAC - Safety Stop Bill  
**Date:** Monday, February 28, 2022 8:55:32 AM

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Letter to BAC:

As a citizen who bike commutes in our community, I support the safety stop bill. I believe this policy can reduce travel time and incentivize more people to ride a bicycle as a form of transportation and in turn, protect and enhance air quality. More importantly, research has shown that the safety spot is safer for both bicyclists and motorists. It is known that intersections are the most dangerous zone for cyclists and the safety stop allows for cyclists to clear an intersection more quickly, moving them out of this dangerous zone. In addition, it reduces the interaction between cyclists and motorists in intersections and reduces crashes in intersections.

As someone who works in the prevention world and educates young people on brain development, I think it's important for specific education to address children and young people about the safety stop. Youth may not be able to make the best judgement calls in safety stops. If they are legalized, it does not mean children and young people should practice safety stops. There should be additional education and considerations to keep children and young people safe. Section 3 of the current bill includes comprehensive education, specifically with schools, and I believe this is key in considering passing this bill.

In summary, I would recommend BAC publicly support the passing of the safety stop bill.

Sincerely,  
Katherine Chu  
Member at Large

**DATE:** February 28, 2022  
**TO:** Jordan Williams, Bicycle Advisory Committee (BAC) Chair  
**FROM:** Kevin Krause, Bicycle Advisory Committee Member / Natural Resources Advisory Committee Liaison & Co-Chair  
**SUBJECT:** HB22-1028—"Statewide Regulation Of Controlled Intersections"

Dear Mr. Williams,

I was surprised to learn that the City of Fort Collins Legislative Review Committee recently voted to oppose HB22-1028, "Statewide Regulation Of Controlled Intersections" (i.e. "Safety Stop" Legislation), since it offers a critical opportunity to improve safety in bicycling throughout the state and, thus, here in Fort Collins.

As we have discussed in previous meetings, it is well known that intersections are highly dangerous locations for bicyclists. As Bicycle Colorado has articulated, per CDOT data, from 2017-2019, "72.2% of reported crashes between bicyclists and drivers took place at intersections or were 'intersection related'" in that time frame.

Thankfully, as the "Safety Stop" has been long implemented in a number of jurisdictions throughout the country, there is data that this approach actually reduces interactions and crashes between motorists and bicyclists in intersections. Thirty months after the "Safety Stop" was introduced in Delaware, crashes in intersections had decreased 23%.

As this bill supports, clearing an intersection safely and efficiently eliminates the possibility of a crash before it can occur. It would be irresponsible if our city, a Platinum Bicycle City wishing to significantly grow ridership, remains against such methods which have produced these safety-oriented results. Further, as a city focused on equity, this bill also decriminalizes a commonly practiced behavior where bias opportunities may unfortunately present themselves.

This bill and its approach will encourage citizens to ride bicycles as an alternative to single-occupant vehicle travel. Not only because of the safety factor but also because it makes bicycling in the City's network more efficient. Further, the bill includes appropriate and useful safety measures, and education provisions that support the change.

For these reasons and in order to reach the City's climate, and particularly the transportation sector decarbonization goals, and move toward improved air quality, I would urge the Legislative Review Committee to move to a position supporting this bill.

Thank you for your consideration and the opportunity to engage on this matter.

Respectfully,



Kevin Krause

Bicycle Advisory Committee Member  
Natural Resources Advisory Committee Liaison & Co-Chair

**From:** [Todd Dangerfield](#)  
**To:** [Jordan Williams](#)  
**Cc:** [Cortney Geary](#)  
**Subject:** Feb 28 BAC Meeting Agenda Item: Safety Stop  
**Date:** Monday, February 28, 2022 4:00:19 PM

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Hi Jordan,

Since I am unable to attend the special meeting called for tonight I wanted to express my position on Safety Stop and the legislation currently being considered at the state level (HB22-1028).

In 2013 I was a member of the BAC when we considered whether Fort Collins should pursue adoption of Safety Stop on the local level. Ultimately the BAC did not recommend this at the time due to jurisdictional conflicts, concerns with safety, public confusion, lack of overall research of the practice and a worry for stirring up more animosity among motorists and cyclists. Further education and demonstration of the overall benefits for adoption of this policy seemed lacking at the time.

As you are aware, the BAC debated the Safety Stop once again in 2018 as a statewide effort seemed to be picking up momentum. Since then, it appears a wider awareness and acceptance of the policy has developed. However, it is my belief that Safety Stop legislation can only work if it is adopted and implemented state wide rather than on a town-by-town patchwork of alternating approvals/disapprovals. If it is going to work, cyclists and motorists need to know that it is permitted in all jurisdictions in the state, much like “3 Feet To Pass” and other cycling related initiatives. Therefore, I would offer support of this current legislative initiative and Fort Collins also supporting it rather than invoking a “home-rule” position and opposing it.

Thank you,

**Todd Dangerfield, LEED AP BD+C**

Project Manager For Capital Projects



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