

**FINAL MEETING MINUTES of the  
BICYCLE ADVISORY COMMITTEE**

**November 8, 2010  
6:00 PM**

**Community Room  
215 N. Mason  
Fort Collins, CO 80521**

**FOR REFERENCE:**

Chair: Rick Price	970-310-5238
Vice Chair: Cathy Mathis	970-217-9480
Staff Liaison: Kathleen Bracke	970-224-6140
Staff Support: Dave "DK" Kemp	970-416-2411

**BOARD/CITY ORGANIZATION MEMBERS PRESENT**

**UniverCity Connections:** Rick Reider  
**Economic Advisory Commission:** Rick Price  
**Fort Collins Bicycle Co-Op:** Doug Cutter  
**Parks and Recreation Board:** Dawn Theis  
**Air Quality Board:** Greg McMaster  
**Poudre School District:** John Holcombe  
**Bike Fort Collins:** Jeff Morrell

**AT LARGE MEMBERS PRESENT**

**At Large:** Dan Gould  
**At Large:** Kim Sharpe

**ABSENT**

**Downtown Development Authority:** Kathy Cardona  
**Colorado State University:** David Hansen  
**At Large:** Cathy Mathis  
**Land Conservation & Steward Board:** Paul Mills  
**Natural Resources Advisory Board:** Clint Skutchan  
**Senior Advisory Board:** Vacant  
**Transportation Board:** Vacant

**OTHERS IN ATTENDANCE**

**Citizen:** Michael Craft  
**Citizen:** Michael Eade  
**Citizen:** Elana Hurwitz  
**Citizen:** Josh Kerson  
**Citizen:** Tommy Klender  
**Citizen:** Leroy Cynkar  
**Citizen:** Sylvia Cranmer  
**Citizen:** Chad Moyer

**City of Fort Collins:** Kathleen Bracke, Transportation Planning & Special Projects Director  
**City of Fort Collins:** Gail Neben, Transportation Planning Administrative Assistant  
**City of Fort Collins:** Matt Wempe, Transportation Planner

**Call to order**

Meeting was called to order at 6:05 PM.

**Agenda review:**

Chair Rick Price reviewed the agenda. Members and guests viewed a video on the prepared for the Oregon Legislature on the “Idaho Stop Law” for bicyclists: Bicycles, Rolling Stops, and the Idaho Stop by Spencer Boomhower (<http://vimeo.com/4140910>)

**Approval of minutes:**

**Morrell:** One visitor was not listed on last minutes.

**Motion to approve the October 2010 Meeting Minutes as amended was made by Kim Sharpe.**

**Motion was seconded by Dan Gould.**

**Minutes were approved.**

**Public Comments:**

**Michael Craft, New Belgium Tour de Fat Coordinator:** I will have more of a recap next month. Right now we are collecting short films. We raised about \$300,000 this year. I will also present the recap to the brewery. The next Tour de Fat is scheduled on Labor Day weekend for Fort Collins in 2011. I am happy to share this information as it gets closer.

**Josh Kerson:** I am speaking from the electric bicycle industry. I have been in the electric assist bike industry 10 years. Our opinion is that the majority of electric assist bike users are the crowd that is about to retire. They are using this assistive technology to climb hills and go a little further faster. I am asking the City to please reflect the Federal and the State point of view in that the DOT has determined these to be bicycles, not motorized vehicles. They have put restrictions on speed and strength and allow them on trails. It is up to local government to make decisions on whether to allow these on paths. We’re looking for access to the multi-use paths with assisted bicycles.

**Reider:** Did you say that these bikes are excluded from the non-motorized rulings on Federally funded rail trails and multiuse paths.

Kerson: Yes sir, they are not included if the path says “no motorized vehicles” on the path. They should be permitted. It is a bicycle, not a motorized vehicle.

Morrell: What are the requirements?

Kerson: They are 750 watt and 1 hp that propels with a 170 pound rider up to 20 mph. If it passes that it is governed by national safety products bike law not the DOT.

**Action items:**

*Electric Bike Use (part 2) Update - David Kemp*

**Kemp:** The staff has been researching with the City's Police Services, Parks, and Natural Resources departments and the Colorado Department of Transportation. All of the stakeholders are concerned about electric assist bikes due to safety concerns. A regular bike can go up to 20-25 MPH. However, this speed cannot be maintained like an electric assist bike could. The City Ordinance states the use of electric assist bikes on bike paths is not acceptable, and the Parks Department has reviewed the ordinances pertaining to electric assist bikes. The Fort Collins Municipal Code reads as follows: (read code) **PLEASE INSERT THE CODE THAT WAS READ Sec. 23-203.** . Parks has allowed electric assist bikes for those with temporary or permanent mobility impairment on all bike trails. They are recognizing electric assist bikes are allowed as assistance for the special needs group. It does not apply to a rider trying to keep up as usual. This pertains to impairment that prohibits them to use a regular bike. The process for enforcement is under review and refinement to help those who have impairments.

**Price:** We are talking about it tonight because the Transportation Board Chair, Gary Thomas, and others have been asked by Council for an opinion and they are looking for public input.

**Leroy Cynkar:** As to the park and recreation law, it does not state the electric assist bike is not be classed as motorized. For local law to not allow it is not correct. This interpretation is not correct.

**Elana Hurwitz:** As to stopping on time, most electric assist bikes are equipped with brakes that are stronger than regular bikes.

**Michael Eade:** I have an invisible impairment. Before three weeks of riding I was kicked off of the path. As far as enforcement, the question is bigger than electric assist bikes for disabled people. It would probably also apply for elderly. I appreciate that they are working on this. I would intend to continue to attend these meetings. Just to clarify, legally I can ride as a disabled person, but there is no way to differentiate me from non-disabled riders.

**Price:** Do we have the equivalent of a handicapped parking permit or sticker to give to Michael to prove to the rangers that he has a mobility impairment?

**Kemp:** They are working on this process. There is more to come.

**Holcombe:** Is there a speed limit on trails?

**Kemp:** No

**Kerson:** It is a proportional power system. A full throttle you can average 20 mph. It is a judgment call for safety.

**Sharpe:** Is that the maximum allowed – 20 mph?

**Kerson:** Yes. At 1 HP and 20 mph we are outside the mo-ped classification with a lower amount of assist deemed safe on bike paths.

**Price:** Can I buy an electric assist bike that exceeds this limit.

**Kerson:** We don't sell higher powered bikes.

**Price:** There are tinkerers or do-it-yourselfers making these. Do you see those on the road?

**Kerson:** They are mostly used off-road to climb hills. Then it levels out on motor alone.

**Price:** So can I buy one of these or convert one myself?

**Kerson:** Yes.

**Price:** Can a ranger on the trail distinguish between these? Is this an enforceable rule?

**Kerson:** All manufacturers are running on these guidelines. We don't see any companies putting them out. Some tinkers will have them.

**Theis:** They can be ridden on the bike lanes?

**Kerson:** Yes

**Theis:** As for the people, who supported it, is it a use for transport, or for enjoyment?

**Cynkar:** I use it every day and I ride to work. My wife rides a lot. We are using bike lanes and bike paths occasionally for recreation at a lower speed. A lot are using them for commuting on bike paths. A lot are for recreation. There are many who use it as more than an assist. It is green transportation. In other parts of world there are many electric assist bikes used. They have only recently started in the U.S. It is a great form of transportation.

**McMaster:** Most clients are not impaired?

**Kerson:** About 80% are getting into them as low level exercise and recreation. In about three to four weeks it becomes a mode of transportation.

**Price:** The outcome tonight I hope is a recommendation to the Transportation Board.

**Eade:** I would like to point out that a key point to emphasize is the law already classifies these machines as bikes. We need to get through the perception problem. Then set the city ordinance.

**Kemp:** Currently the local and state codes refer to electric assist bikes as motorized vehicles. The City would not be passing a law to say they are not allowed. The Federal code is a description only. States have individual rulings.

**Price:** I believe the statute uses the Federal definition in the state.

**Kemp:** (read the state statute 1412 )

**Kerson:** The first sentence is "Every person riding a bicycle or electrical assisted bicycle upon a roadway where a bicycle or electrical shall be granted all of the rights and shall be subject to all the duties and penalties applicable except for those provisions of this traffic code that by their very nature . . . ."

**Price:** I think that is the case. Question, do we want electric assist vehicles on our trails?

**Gould:** The basic question is what kind of a conflict would there be. There would be conflict if they don't follow the rules. The electric assist bike is equal to a regular bike as far as rules? I don't see a difference between a regular bike and an electric assisted bike. Speed is the problem with irresponsible riders.

**Theis:** Are there any ideas on how many we are talking about?

**Kerson:** I have 50 signatures to join the electric bike club.

**Sharpe:** There are just as many irresponsible bikers that don't have electric assist and they are a hazard. The more responsible riders will be riding these.

**Morrell:** Is there any reason we would not recommend this?

**Price:** I will support electric bikes on the trail because I see a picture of the future in Europe where people who were going to market on bikes before are now going to them in large numbers using electric bikes. E-bike users on the trails will all have lights – in some cases day and night.

**Kerson:** Electric bike companies are offering a tail light to be seen when you hit the brakes.

**Price:** How much do they weigh?

**Kerson:** 35-55 lbs.

**Moyer:** I think trails are made of concrete and they have the same wear and tear with a regular bike and electric assist bikes. It is an efficient use of transportation.

**Price:** I need a motion.

**Theis:** Is there a noise factor?

**Kerson:** No more than any others.

**Price:** Motion?

**Cutter:** The comment that staff response is “it is a safety issue”. If we support and don’t address safety there is no validity to our recommendation.

**Kemp:** It is about safety for everyone. This is a risk management approach that City staff is taking.

**Price:** We are not making a final decision. Council will make the final decision.

**Gould:** There are parameters for a definition. There needs to be recognition of what defines a legal vehicle.

**Cynkar:** I have a suggestion: You can get a 1000 and 1500 Watt bike. Is there some way to have a license or sticker to say it passes as 750 Watt or below?

**Holcombe:** Speed is the issue on the trails. Is there something to have a speed limit on the trails?

**Kemp:** Transportation Planning staff is the liaison between the BAC and other City departments. At this point Parks feels bike trails do not need speed limits because they are used for recreation. They are not designed for speeds.

**Bracke:** It is helpful to have this dialog. It is an issue that is coming forward with public meetings on Plan Fort Collins/Transportation Master Plan. There are a lot of questions. We have made a recommendation that is would be an important topic to explore. Our current trail designs are primarily suited for recreation, but more riders are using them for transportation. We are looking at the bigger picture. There could be helpful recommendations from the BAC. Some suggestions we might be able to do in the near future, and others that are more complex might need to be done later in the future.

**Price:** This might not be the only time we address this.

**McMaster:** I appreciate that the trails are not designed for high speeds. I take considerable issue with the philosophy that they are recreation only. They are both for recreation and transportation.

**Price:** I agree 100% with Greg. We also haven’t banked our roads for higher speeds. I would not expect that on the trails. More and more people use the trails for transportation. We should convey this to the Parks Dept. so they don’t think that they are making trails just for recreation.

**McMaster:** Reality is that if they are going fast I don’t like it whether it is electric assist or regular bikes. I worry about an electric assist bike zipping by at 20-25 MPH. That is my big concern, especially for pedestrians, children and dogs. That is a big concern about assisted bicycles on trails.

**Holcombe:** We can allow them to increase in numbers but as they grow, if there is abuse maybe we should look at speed limits and signage down the road.

**Price:** Shall we say “we encourage electric assist bikes, but we foresee more abuse and conflicts as they grow.”

**Sharpe:** Please use electric assisted trailers.

**Holcombe:** We encourage use on trails and bike paths with the understanding of the Federal standards but we need to watch for conflicts and speed.

**Reider:** We need to be specific and approve the use of electric assist bikes on trails and paths and an understanding of what constitutes an E-way.  
We should use the definition of electric assist bikes.

**Theis:** Please include something about safety and speed.

**Reider:** I make a motion to approve the use of electric assist bikes as defined by state law on trails and paths.

Motion seconded by Doug Cutter.

Discussion:

The motion was amended by Jeff Morrell to include safety.

**McMaster:** Speed and safety is a big concern and I would say we should address this.

**Reider:** How would we word it?

**McMaster:** In pursuing this we recognize there could be future concerns with speed and safety that may need to be addressed in the future.

**Price:** Mr. Reider, would you like to propose a friendly amendment or would you accept a friendly amendment?

**Reider:** We all agree that safety is a concern. How can we address this to council?

**McMaster:** We should make reference to issues of speed and safety for all trail users “that may need to be addressed.”

**Sharpe:** Can we be sure to include electric assist trailers?

**Price:** Can we adopt the amendment by consent?

**Discussion:** Yes, amendment was adopted by consent.

**Gould:** Let’s include language that indicates that we don’t see any inherent conflict with e-bikes except that conflicts may increase as general use increases.

**McMaster:** I think 20 mph e-bikes could be a problem.

**Theis:** Some people will be concerned with more users capable of going 20 mph. The Parks and Rec board will have some concerns on this.

**Cynkar:** I can go 20 mph if I wish but it drains my battery. I’m not going to do that often.

**Price:** Kim, you are testing an electric assisted trailer, correct?

**Sharpe:** Yes, and I find that I’m often passed on the trail. I don’t use the assist on the trails but I use it in crossing intersections, or up hills. But I have 40 lbs. I’m pulling.

**Price:** Do you foresee issues with this on the trail?

**Sharpe:** No.

**Neben:** Read the following motion as amended:

“The Bicycle Advisory Committee recommends to the Transportation Board that City Council approve the use of electric bicycles and bicycles using electric assists, including electric assists on trailers, for use on multi-use trails in Fort Collins. The BAC further suggests the definition of a bicycle and /or an e-bicycle conform to the definitions and standards adopted by the State of Colorado and federal governments. Users of such bicycles

or e-bicycles should be asked to conform to current trail rules, safety norms and etiquette set forth for all bicyclists. The Bicycle Advisory Committee recognizes there might be future concerns with speed and safety that might need to be addressed in the future."

**Motion Passed unanimously.**

*MPO Call for Projects Update – Kathleen Bracke*

I sent a short cover letter and a copy of the list of projects that the City has submitted for the North Front Range Metropolitan Planning Organization's (MPO) current call for projects for year 2012- 2015. The list you have includes all of the transportation projects. There is a max limit of projects (up to \$16,000,000) that each community can submit. If you would like to see the individual applications for the full list of projects, let me know and I can provide them. The project includes applications for FC Bikes 2012-15 as well as several bicycle related projects.

**Wempe:** There is a Grade Separated Crossing project at Horsetooth and Mason trail north/south underpass under Horsetooth. It is consistent with the Mason Corridor plan. The Poudre River Trail Extension project is a partnership with the City's Transportation and Parks departments, and Timnath. This is an important link in the regional trail system. The other project is the first phase of implementation for the Jefferson Street Project and it is still in the analysis stage. We had to submit it now to be in the queue for 2012-15 funding cycle. The call for projects is a four year call which is different from the usual two year call. The first round submittals were due November 5, and then they will be reviewed by MPO staff sent back to us for revisions. We will submit the final applications on December 10. All the communities in Front Range are submitting projects as well.

**Price:** I want to talk about infrastructure separately.

**McMaster:** I am confused on the \$16,000,000 per community.

**Bracke:** All of our requests together cannot exceed \$16,000,000.

**Price:** If we want to recommend or suggest we can, or we can go ahead on the agenda.

**Cutter:** It seems Drake would be a higher priority.

**Wempe:** Drake Road is planned to be a vehicle grade-separated underpass. The trail, BNSF railroad tracks, and Mason Bus Rapid Transit would continue at grade. There is no funding for Drake just now. Horsetooth is part of the Mason project and an underpass is do-able because of safety. The concern has been heard.

**Bracke:** For clarification, the at-grade bicycle/pedestrian crossing at Prospect is funded as part of the Mason Bus Rapid Transit and trail project, and it is currently going through the approval process with the railroad.

**Cutter:** One of the stats is 3000 bike per day. I question that number at that location. Where was it collected?

**Wempe:** The Mason Corridor plan determined the projected 20 year forecast daily use a few years ago. It is based on traffic projections.

**Theis:** I have a question on the Poudre River trails extension. Would it connect to Timnath? Are they also requesting funding?

**Wempe:** Yes, the trail will connect to Timnath. No, Timnath is not requesting additional funding. The Timnath portion of the trail is funded by sales tax revenue.

**Price:** Let's have the FC Bikes discussion and then decide on a recommendation. DK is proposing a series of projects, including the Freiker/Voltage incentive program to encourage children to ride their bike or walk to school.

**Cutter:** Are there two installations that will rotate across schools?

**Kemp:** Yes, and it moves from school to school each year and compare and contrast results and then move them to two other school. After that year we can induce some behavior changes.

**Price:** I'd like to read the project list.) Freiker Program/Voltage; Breathe Easy Elementary Challenge; High Roads for High Schools Students; Bike Ed. Outreach activities; Bike to Work Wednesdays; Sunday Bikeways (the Cyclovia Concept); Roll into Spring; Summer/seasonal efforts, etc. \$805,000 in projects over 4 years. Any questions?

**Holcombe:** As to the Breathe Easy program, who will measure the air quality? There is a lot of variability.

**Kemp:** This is a 30,000 foot view at this point. If we win the grant we will go into the details. We are working with the Air Quality program. Looking at taking measurements, environmental conditions, etc. This is an extension of the program they are working on now. We are coming up with best practices to utilize the program to show people the effects of idling, etc.

**Holcombe:** The No Idling Campaign is a good idea, I am just skeptical about the monitoring, including the cost of monitoring.

**Price:** I'm with John on this. Is there a control school? You are going to measure air quality at one school at which you are going to encourage people to not idle, bicycle, etc. but is there a control school for comparison where you are not doing encouragement activities.

**Kemp:** There is time to work out the details. An experiment with a control school is plausible. We need to evaluate the data for the programs and consider what will work for different schools.

**Holcombe:** It would be tough to tell one school "you're breathing bad air and to another you're breathing good air" is a problem. The idling program is great. Signage, involving parents would be great.

**Price:** I'd be for ramping that no idling program across the district.

**Holcombe:** Yes.

**Price:** I have a question about measurement on the Voltage program. What are you measuring for here?

**Kemp:** Are schools in some areas more receptive to encouragement than others? How do schools of choice play into this? There are a bunch of different factors we could throw into this. Does it work better at some schools than others? There's a whole range of things we can explore.

**Wempe:** It's the same data the feds require for the Safe Routes to School Program to determine if a program is working or not.

**Price:** The folks at Irish tell me that no matter what you do their kids come from far away and there is no way they are going to bike or walk to school.

**McMaster:** When I look at the vehicles dropping off students there is a difference in schools/vehicles. Is there any study about what sort of vehicles people use at each school? This would be a starting point. It could be a socio-economic issue.

**Cutter:** It varies widely.

**Wempe:** We have some data from the Safe Routes to School parent survey but we don't determine the type of vehicle. We do find out if people are car-pooling in the schools we work with.

**Holcombe:** There is a lot of school of choice going on. The data on kids who are driven to school are larger than I thought. About 30% are choosing rather than attending the closest school.

**Price:** Do we have any data for how much traffic at 8 a.m. is school related?

**Wempe:** 20-25% is the accepted number.

**Price:** That's nationally?

**Wempe:** Yes.

**Price:** Have we ever measured this locally? I think we should. I've actually suggested this to Air Quality Board.

**Theis:** I am happy to see something for high schools on the list.

**Price:** My thoughts here are that the infrastructure projects are building out and completing the system according to the Master Plan. They complete links where there are gaps. The Mason Corridor is being completed. This reflects the bike plan which is heavy on engineering and facilities.

The Bike Plan talks a lot about encouragement and I see here a basket full of encouragement projects. A great way to spend \$850,000 over four years but I'm troubled because we don't have a comprehensive, focused plan here. If funding goes away, what do we have? The Voltage program, for example has no built in bike safety in their program. Among the FAQs if you look up bike safety, they refer you to Safe Routes to School or the League of American Bicyclists. There is no built in bike safety in this program. I think that is a critical failing. If we are going to encourage students to bicycle we have a responsibility to give them intense safety instruction. We hope to have SRTS monies in the future but how can we tie it to the SRTS program?

**Sharp:** This is addressed in another area.

**Kemp:** We only had three pages to work with. We had to be brief. Bike Safety education is incorporated into all our encouragement events. The safety education outreach activities will come out according to the Bike Safety Education Plan.

**Cutter:** There is no mention of elementary and middle school students receiving bike safety education in the plan. There is not indication that the Voltage will be aligned with safety.

**Bracke:** SRTS and FC Bikes are closely integrated. All funding is targeted for a specific purpose. For the federal funding associated with this call for projects, we need to focus on converting driving trips to bicycling trips, primarily from High School students and older participants. This is not the only funding source and this plays only one part of the whole. The FC Bikes federal funding can be used to complement the state Safe Route to School funds that are used to primarily focus on elementary and middle school ages.

**Price:** The infrastructure projects are clearly a part of a comprehensive network development plan. I don't see that with the FC Bikes program. I understand it can tie into SRTS. I see this as a list of projects and do not see a community bike program coming out of this. That concerns me especially since this is a four year project.

Kemp: I know where you're going with this and it's about employing or contracting with other organizations in town to do these activities, right?

Price: I'm talking about capacity building.

Kemp: You are talking about partnering with local organizations. Tell me how that is not integrated.

Price: I don't see an articulated, visionary plan here. We are hoping to see that with the education plan. There are no goals for metrics or for different groups. It's just a bunch of different projects.

Kemp: In terms of metrics and evaluation, that's a huge cornerstone of this entire application. Just this past week we went out and installed new bicycle counters on a couple of our trails. Determining the metrics of our program and coming up with baseline data is the most important thing we can do. Quantitatively analysis; qualitative stuff is not flying anymore. We know that. That's where our program is headed.

Price: In terms of metrics. You finished a CMAQ contract, I think 2008-2009, June 30<sup>th</sup> and a final report was due June 30<sup>th</sup>. You had 60 days to get the report in and it's not in yet. I requested the final report to determine how we're doing with the metrics here. I've asked Kathleen formally for that final report just to know how the '08-09 CMAQ projects went and how successful we were at implementing all those projects.

**Bracke:** You have not been denied any reports. We have a meeting with CDOT this Friday to get information from them. When the reports are approved by CDOT, I will send you a copy. It is still a work in process. We will try to turn it around as soon as possible. We'd like input tonight on the 2012-15 grant applications so we can integrate them into the proposal by December 10.

**Sharp:** We're running late. This was just to be a presentation at this point. We weren't asked to make a recommendation to Council. I feel well informed at this point. No action is necessary, right?

**Cutter:** Could I have clarification about the automated Bike Share? It is scratched out as an item on the spreadsheet but it is on the FCBikes list.

**Bracke:** Originally it was to be a separate project at the park and rides in collaboration with Transfort. They had concerns about responsibility for operations and maintenance so they asked that it be pulled. A pilot project for the automated bike share facility will be included in the FC Bikes proposal for a different site, not at a Transfort facility.

Cutter: So it is in the FCBikes proposal?

Bracke: Yes.

Price: Is that a continuation of the existing Bike Library.

Kemp: It's hard to say at this point.

Cutter: This suggestion is to clarify the meaning of AVMTR. Is this Average Vehicle Trip Reduced? (*it is the "Average Vehicle Miles Travelled Reduced" figure used by the MPO to calculate the potential air quality benefit for each project*)

**Price:** What is the future of this project? In the past this group has not had any input into CMAQ proposals. Will we in future when the scope is written? Will the only time we have a further chance to comment is when Council is accepting the contract? Will we have input in the future when the scope is written?

Bracke: If we get the four-year program as requested it will come in one or two year increments. We would bring that forward to share that with you so you'll see what the

program is intended to include. Contracts that include the scope of work do go to City Council so we'd be glad to share those with the BAC and the Transportation Board. The timing will be based on the contracting process.

Price: Other Questions on this?

Why was this an Action Item on the agenda? Do you need something from the committee?

**Bracke:** The staff originally scheduled this as a discussion item. The chair requested this as an action item. I do not know what action the committee wants to take. If we get the FC Bikes program approved for funding, then staff will bring it to this committee for input each funding cycle (typically annually or every two years) as part of the contracting process that goes to City Council. The timing will be based on the contracting process.

#### BAC 2011 Work Plan – Rick Price

I have a draft work plan written for you. (Handed out hard copies.)

The two major changes are: I dropped the encouragement clause and added an enforcement clause at the bottom.

**Bracke:** In the interest in time, will we get to the SRTS info update? It is due in December.

**Price:** Do we want to give input for SRTS 2011-12?

**Bracke:** Can we do something electronic?

**Price:** PSD, BPEC and the Co-op will be involved. Do we want to have input? No response. Ok we will drop it.

**Price:** I dropped the encouragement portion because this group needs to be concerned with implementation and funding for the Education Plan. Continuing on economic development issues, etc. We've addressed innovative policies. We should have input on metrics. And, we should sit and talk to the Chief of Police and see how we could come together on the scofflaws. Any questions?

**Morrell:** I would like to see the original 2010 Work Plan. There is not enough time now.

**Cutter:** Can we see the original by electronics?

*Copies of the 2010 BAC Workplan were distributed at the prior meeting and will be sent electronically along with the next meeting agenda for December.*

#### Safe Routes to School 2011-12 Application Update – Matt Wempe

**Price:** We have three minutes for this item.

**Wempe:** In the interest of time you can send me an email if anyone has any comments. I am continuing to work with the BPEC. We are continuing to do pedestrian and bike education classes and figuring out how to expand them. We tried to use volunteers in the past, and maybe we can expand on this. We are working on expanding the train the trainers program for school staff and teachers. This year I am looking at ways to work with CDOT and schools to go district wide. My contact information is on the slide. I am in the process of doing an infrastructure grant application as well.

#### SRTS Bike Co-op Current Program – Rick Price

**Price:** I can send the Train the Trainer program electronically. (Handed some hard copies out.)

## **Discussion/Informational Items**

### Idaho Stop Law

**Price:** We will pass on this for now.

### **Staff Report:**

**Kemp:** The new bike map is posted on the wall for your review. We have a new co-exist campaign image. It is the new Protect Yourself poster. We will put it on campus and around town for college level persons.

**Bracke:** I sent out the communications protocol electronically and I want to make sure all of you received it. It was provided by Mark Jackson. Kelly DiMartino, Communications Director also provided information. If you have questions, please call me and I will find out the best approach or options.

**Price:** Maybe we can dispense with the Idaho Stop Law issue quickly. The question was “could, if they want, the City of Fort Collins, adopt the Idaho stop law across the board or with one stop sign or does state law prohibit that.” That’s a yes or no question.

**Bracke:** It’s not a yes or no question. Staff from the City Attorney’s Office, Traffic Operations, and Transportation Planning believes that this type of proposal should be considered at the state level according to the legal department and staff review. We do not think it should be pursued at the local level.

**Price:** That doesn’t answer the question.

**Bracke:** The City staff position is that this should be pursued at the State level.

**Cutter:** It’s not impossible for the City to do such an ordinance but it. .

**Bracke:** The City feels it should be done at the State level. It is not something we should pursue at the local level.

### **Board Member Reports/Comments:**

No comments.

### **Share the Road / BPEC**

No comments.

### **BAC Summary for the Transportation Board**

None.

### **New Business/Future Agenda Items:**

No items discussed.

### **Other Business:**

None

### **Adjourn:**

Meeting adjourned at 8:07 PM.

Respectfully submitted,

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Rick Price  
Bicycle Advisory Committee Chair

## **Appendix**

November 16, 2010

**From:** Rick Price, Chair, Bicycle Advisory Committee (BAC)  
**To:** Gary Thomas, Chair of the Transportation Board for conveyance to City Council  
**Subject:** BAC Recommendation on E-bikes and Electric Assisted Bicycles on City Trails

The Bicycle Advisory Committee met Monday, November 8<sup>th</sup> and heard from a number of citizens who support a change in City policy to allow electric bikes, electric-assist bikes and similar devices, such as electric trailer assists for bicycles, on City multi-use paths.

A key point made by those who spoke is that federal and state laws consider bicycles with electric assists up to an output of 750 watts with maximum speeds of 20 miles per hour with a person weighing 150-170 pounds to be bicycles and not motor vehicles providing such bicycles have functional pedals and weigh no more than 100 pounds.

Our discussion focused on the questions of speed and potential conflicts that might ensue if electric assisted bicycles are allowed on our trails. Consensus was that it doesn't take an electric bike to cause conflict and the likelihood of electric bike users purposely abusing trail rules or etiquette is unlikely. In fact, the BAC members agreed that since electric bike users are often older individuals they would more than likely be law-abiding trail users.

The BAC entertained a motion from Rick Reider which was seconded by Doug Cutter with the following recommendation to Council:

"The Bicycle Advisory Committee recommends that City Council approve the use of electric bicycles and bicycles using electric assists, including electric assists on trailers, for use on multi-use trails in Fort Collins. The BAC further suggests the definition of a bicycle and /or an e-bicycle conform to the definitions and standards adopted by the State of Colorado and federal governments. Users of such bicycles or e-bicycles should be asked to conform to current trail rules, safety norms and etiquette set forth for all bicyclists. The Bicycle Advisory Committee recognizes there might be future concerns with speed and safety that might need to be addressed in the future."

The above motion passed the BAC unanimously.