

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

**January 10, 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/ ORGANIZATION MEMBERS PRESENT**

**Senior Advisory Board:** Bob Phillips  
**Bike Fort Collins:** Jeff Morrell  
**Air Quality Board:** Greg McMaster  
**Economic Advisory Commission:** Rick Price  
**Downtown Development Authority:** Kathy Cardona  
**Fort Collins Bicycle Co-Op:** Doug Cutter  
**Parks and Recreation Board:** Dawn Theis  
Transportation Board: Scott VanTatenhove

**AT LARGE MEMBERS PRESENT**

**At Large:** Dan Gould  
**At Large:** Cathy Mathis

**ABSENT**

**UniverCity Connections:** Rick Reider  
**Colorado State University:** David Hansen  
**At Large:** Kim Sharpe  
**Land Conservation & Steward Board:** Paul Mills  
**Natural Resources Advisory Board:** Clint Skutchan  
**Poudre School District:** John Holcombe

**OTHERS IN ATTENDANCE**

**Citizen:** Thomas Edwards  
**Citizen:** David Boerner  
**Citizen:** Josh Gersin  
**Citizen:** Jim Rinker  
**Citizen:** Jonathan Boeke  
**Citizen:** Jennifer

**City of Fort Collins:**

Karen Cumbo, Director of Planning, Development, and Transportation  
Matte Wempe, Transportation Planner  
Molly North, Assistant Bicycle Coordinator

**Call to order**

Meeting called to order at 6:02 PM.

**Agenda review:**

Chair Rick Price postponed the electric bike discussion to a later meeting.

**Public Comments:**

Citizen Jennifer mentioned that Mountain Avenue was not plowed west of Shields and wanted to know about priority routes for winter riding. Chair Rick Price cited the Potholder Hotline: 221-6114.

**Approval of minutes:**

***Motion to approve by Gregory McMaster, Bob Phillips seconded. Minutes approved unanimously.***

**Action items:***I. Plan Fort Collins, Transportation Master Plan*

Kathleen Bracke – I am looking for thoughts and recommendations from the BAC on the bicycle related areas of the TMP. I would like to take information from this evening and use it to update the plan documents and bring forward to the Transportation Board and City Council. I've provided updated sections of the Transportation Master Plan and Capital Improvement Plan related to bicycling. The CIP information is based upon the remaining project from the Bicycle Projects "Hot List" which was generated from the 2004 Transportation Master Plan and the 2008 Bicycle Plan update.

Rick – I made a few recommendations in May from the Bike Co-op, and in August about reshaping streets. Where have those been adopted into the plans, or have they?

Kathleen – The Plan Fort Collins document and Transportation Master Plan are being updated simultaneously; all comments and suggestions are being translated throughout our planning process and incorporated into both documents. For example, let's talk about reshaping streets and bike boulevards. The City Plan and Transportation Master Plan (Special Focus Areas) look at new concepts and enhance old ideas. Reshaping streets is integrated. Images are included in the plan to

illustrate how to best integrate all modes of transportation and show an example of the bicycle boulevard. We have heard mostly positive responses from our presentations with the community about these ideas. As another example, we included commentary about alternative vehicles on trails. Feedback from BAC and community was included, particularly in regards to how different vehicle types can operate safely together – the concerns about how do all of these different modes that travel at different speeds coexist safely. Also, we addressed how we regard different types of bicycles and how we analyze future opportunities, concerns, etc., including our actions within education, policies, and design standards.

Rick – I had an explicit concern about how bicycle trails serve as a transportation options for people. Is that included?

Kathleen – Yes. Currently the trails are being used as a multipurpose trail system, including bicycling for transportation. What does that mean for people who are trying to use the system for recreation? We can liken this to the roadways, which serve different audiences. The trailways are maturing into that. For example, we see mostly commuters on the Mason and Power trails while Cathy Fromme Prairie seems to be used primarily to connect neighborhoods and for recreational purposes. We need to think about the different purposes of our trails and the ramifications from a user standpoint, policy standpoint, environmental perspective, safety, etc. We are not trying to solve the issue now with the TMP document; we're trying to introduce it for more conversation to come; this is just the tip of the iceberg. Part of the plan includes action items in order to carry out the principles and policies. For example, how alternative vehicles need to be considered. How will it be changed in the future? We have seen so much change since the initial plan in 1997 and this plan update process gives us an opportunity to identify new challenges for the future.

Doug – I see that the plan highlights the five E's and proposes to add a sixth. I only see one bullet point for evaluation. I'd like to see more evaluation tools spelled out.

DK – Great idea.

Rick – Shall we set goals? Are the goals somewhere? I read in the paper that you would like to see 25% of school-aged children go through a bicycle safety program. Where are these goals written down?

Kathleen – We could include that idea as a short-term action item.

Rick – We should set goals like other LAB cities. And we should incorporate goals and metrics into the plan.

DK – Let's incorporate that into the recommendations from this group.

Kathleen – The scope of the Transportation Master Plan is 2035, so we can certainly incorporate some of those goals and targets over time into the big picture.

Doug – I couldn't understand the evaluation information without seeing how it connects with the rest of the Transportation Master Plan. Perhaps the specifics of bicycle evaluation can be called out and the reader can refer to the rest of the plan for the general evaluation strategy.

Kathleen – The Transportation Master Plan is meant to be a connection, not collection. So that it will not be difficult to read through. The online reader will be able to skip around to evaluation, education, etc. We can certainly work on improving the printable version of this document for the non-online reader to make these types of cross-references easier. Good idea.

Dan Gould – Cyclovia is not widely understood. I want to avoid incorporating a foreign influence.

Group discussion about different names, who is our audience, etc. and recommends using a more descriptive word and less jargon that people may not understand.

Kathleen – We hope to have this approved by City Council on February 15. It has been a huge effort to get this Plan prepared within the available schedule. On January 26, we will get suggestions and input from the City Council for the Transportation topic. Other topics in Plan Fort Collins will be discussed tomorrow night at City Council. On February 8, action steps will be discussed at City Council.

Rick Price – I am concerned that BSEP and TMP will be completed by March. How much will the BSEP be incorporated into these two plans?

Kathleen – They are running on the same timeline. The Bicycle Safety Education Plan is scheduled to go to City Council on March 1. Both plans should be approved in the first quarter of 2011. None of these plans are done in isolation. They are elements of one another. The Bicycle Safety and Education Plan is an element of the Bike Plan, which is an element of the Transportation Master Plan, which is an element of the City Plan. Our goal is that there is to have synergy and coordination, continuity and consistency across all of these documents so that they are mutually supportive and in alignment.

Rick – So to review, we want to include more evaluation specific to the bicycle, change the name of the Cyclovia event, remove any Transportation jargon, add an action step to set specific goals and targets, include as much of the Bicycle Safety Education Plan as possible, including the Master Cyclist Program and Safety Town.

Scott – It would be stronger to present this to the Transportation Board with a vote of our approval. Can we approve it with the expectation that certain changes will be made with regard to removing the Cyclovia and jargon, adding more evaluation for

bicycles and improving cross referencing to the TMP performance measures section, and adding an action item for future goal setting?

Motion to approve by Greg, Seconded by Scott. BAC unanimously approved.

## *II. Review draft of Bicycle Safety Education Plan*

DK – I am looking for comments and suggestions the Bicycle Safety Education Plan and we would like to discuss some ideas with the BAC. This process has been working well; a lot of public opinion helps create a quality product. And it has allowed us to integrate information from multiple City departments such as Streets and Traffic Operations, and others.

One topic to review is the considerations of a possible bicycle law change. Crash report analysis shows that the broadside is the most frequent crash in Fort Collins. Currently, the bicycle is allowed to ride in a crosswalk at any speed, into the flow of traffic. Police Service would like us to consider changing this policy. Cyclists could be required to go the same speed as a pedestrian. Or cyclists could be required to dismount to go through a crosswalk.

Matt – We will get police reports for crash data to determine which is a better option. We would like to prevent this serious type of accident. We will need to have more discussion on this with Police Services, and others, including bringing this to the public to talk about whether or not it is a realistic adjustment.

Dan – Can you draw the intersection?

Matt Wempe – Draws on board. Discussion about scenario when a cyclist is riding against the flow of traffic on the sidewalk and enters the crosswalk and is hit by a car turning right because the driver is looking back over their shoulder at on-coming traffic.

David Kemp – Police Services needs to have codes that can be enforced, they can't just stop a cyclist to tell them they are being unsafe.

Rick Price – Can League Certified Instructors please use the word “crash” instead of “accident?”

Greg – Are we going to override the state law?

Scott – Will it be an amendment?

Dan – I think this is worth taking a look at.

DK – If you are in the bike lane or on the road you are already obeying the traffic signal. This will only affect cyclists who are in the crosswalk at a signalized intersection.

Kathy – How will this be enforced?

DK – We will probably not be able to post signs at each signalized intersection because of the “clutter factor.”

MW – We are trying to affect behavior. Will need to be a combination of enforcement and education.

Kathy – You said that we needed the signs on the sidewalks in old town to enforce the downtown dismount zone. But we can enforce this at intersections without signage at each intersection?

DK – We will clarify with Police Services.

Jeff – Did Police Services suggest this ordinance change?

DK – No, it came forward from the project team as a potential strategy to address the 66% of crashes that happen at intersections.

Greg – I am concerned that if we approve to this proposed change it will get harder and harder to stop later in the process. Can we make the language more vague?

DK – this is just a discussion item as part of the Bicycle Safety Education Plan process, we are not looking for any actions tonight to approve this and we can keep working on this to address these concerns and questions.

MW – As part of the BSEP process, we tried to prioritize goals, but everything would ideally be done tomorrow. So we came up with this proposed list of action items, including recommendations for the use of the City Council approved 2B funds. Council approved \$50,000 per year for 2011 and 2012 to implement the BSEP. We want to say “thank you” to City Council for granting the funding and explain what we propose to do with the monies.” We want to be transparent and accountable with our projects because it helps taxpayers understand our use.

Rick – I see each box as a brick which we can use to make a foundation. From that foundation will make an encouragement and education program in the community. I’d like to see Strap n Snap called out in this document. As for the Bicycle Safety Town, who is the customer? Who will fund and sustain the programs? Let’s start from scratch and build a comprehensive plan. And I challenge us to spend every dollar four times (leverage funds).

MW – I hope that is where the implementation plan is going. We will evaluate the outcomes and performance measures and build upon that as we move forward over time. In future budget cycles we can ask for continued funding for our priority projects.

Kathleen – the Community Partnerships listed in the last column are examples of how we are intending to leverage the funds.

RP – We need to present this document to teachers as soon as possible if this is to turn into an educational program.

Scott – How does the process work from the Bicycle Advisory Committee presenting this educational plan to the school district all the way to teachers in each school?

MW – We have a lot of contacts at each level of the school district organization who are interested in helping promote and integrate this program.

DK – We are coming at it from multiple directions – we are creating relationships with teachers and with administration. And we will be meeting with the people on the list that Rick Price provided.

Greg – I would like to see relationship with TMP and BSEP

DK – There is consistency and alignment between the TMP and BSEP regarding performance measures and action steps – the BSEP builds upon the policies in the TMP.

Dan – Is the “G paragraph” jargon?

DK – We will clarify that.

Rick – As far as jargon goes, the facilitator and vehicularist labels don’t need to be used. I e-mailed this to you two weeks ago: If we had to apply for platinum level bicycle friendly city, would we have solid answers to these questions? If we don’t have answers, let’s create new programs. I suggest that we complete this application as an amendment/attachment to the document.

DK – We have a year to develop our application. I would suggest recommending the completion of the LAB application as part of the BSEP, and include references to the application and what we will do to improve our programs.

### *III. Staff Reports*

Kathleen – We need to start thinking about Bicycle Advisory Committee positions that will be up in March. Please talk to your Boards and Commissions and organizations. You can continue to remain on the BAC as your organizations’

representative if that works for you and your group. At-large members will also be able to reapply if they would like and this is an opportunity for new members to join the BAC. We will have more details on the upcoming process to share with you at the February BAC meeting.

February BAC will be rescheduled due to Valentines Day. We will find another date via email communication.

**Meeting adjourned at 8:00 p.m.**