

**MEETING MINUTES of the
BICYCLE ADVISORY COMMITTEE**

**April 11, 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

Natural Resources Advisory Board: Glen Colton
Senior Advisory Board: Bob Phillips
Economic Advisory Commission: Rick Price
Downtown Development Authority: Kathy Cardona
Bike Fort Collins: Sylvia Cramner
Fort Collins Bicycle Co-Op: Tim Anderson
Poudre School District: Chris West
Colorado State University: Ben Miller
Northern Colorado Bicycle Retailers Alliance: Josh Kerson
Air Quality Board: Michael Lynn

AT LARGE MEMBERS PRESENT

At Large: Dan Gould

ABSENT

Transportation Board: Shane Miller
Parks and Recreation Board: Bruce Henderson
Land Conservation & Steward Board: Paul Mills
UniverCity Connections: TBD
Bicycle Pedestrian Education Coalition: Kim Sharpe
At Large: TBD
At Large: TBD

OTHERS IN ATTENDANCE

City of Fort Collins:
Matte Wempe, Transportation Planner
Molly North, Assistant Bicycle Coordinator

Call to order

Meeting called to order at 6:09 PM.

Agenda review:

Chair Rick Price read through the agenda and asked for questions.

Public Comments:

None.

Approval of minutes:

Rick Price

I would like to see page numbers added to minutes. The last minutes indicated that I used the word “accident” twice. That would be very rare. I would like those both changed to “crash.” Also, on Page 8 I would like it to read that ‘the Committee unanimously approved the Bicycle Safety Education Plan with the contingency that the Chair write a memo and share it with the group. Chair Rick Price wrote a memo and shared with the group the next morning before sending it to City Council.’ Also please check the links to BPEC minutes; the links currently direct users to Transportation Board minutes.

The BAC is a subcommittee of the Transportation Board. Currently, our proposals are sent to the T Board and passed on to City Council without revision. We should think about proposing that we become our own free-standing board this year.

Because we have so many new members, we should take a look at our Work Plan. The words “we shall be more proactive” are new to this plan and I encourage you to be more proactive.

Action items:

I. Election of Chairperson/Vice-Chairperson

Nominations for Chair: Glen Colton nominates Rick Price, Michael Lynn seconds

All in favor – 11

All opposed – 0

Abstain – 1

Nominations for Vice Chair: Rick Price nominates Josh Kerson, Sylvia Cramner seconds

All in favor – 11

All opposed – 0

Abstain – 1

II. Police Services Collaboration Update

DK –

FC Bikes and Police Services are collaborating on many bicycle safety campaigns, most recently the downtown dismount zone. We have implemented trainings for police officers and had many conversations about best practices for competitive and downtown events. Captain Szakmeister appointed Lieutenant Trombley to be our liaison.

Mike Trombley –

I am a long-time cyclist and motorcyclist. I'm in grad school so I haven't been cycling as much as I used to. I left Traffic unit about a year ago and just came back several weeks ago. We are working on how we are going to implement the education piece into our training schedule. We are already talking about traffic safety, but from a different perspective. The training schedule was already full for the whole year in February. Our collaboration with FC Bikes has given us the opportunity to incorporate bicycle education as a block of training, which is more effective. We have a lot of officers who have never biked, so they don't have the perspective of a roadway from a cyclist's point of view. An officer who doesn't bicycle may not understand that a cyclist wants to be out of the door zone and out of the curb area. Some of this education is about the police officers catching up. In the past two years we have seen more complaints and this has caused the cops to get interested and incorporate bicycle safety education. For example, one discrepancy is that the automated ticketing system is different for bicyclists and motorists. Our first priority is the actual presentation to the officers; I want this to be implemented in June so we have time to experience interactions between police officers and cyclists.

Rick Price –

What are we going to focus on? We can't stop every cyclist who runs a stop sign. When, where and how do we enforce? Is that part of the community policing section dictated in the BSEP?

DK –

It is. The method for implementation is part of the conversation to be had.

Mike Trombley –

Consistency is the most important and most difficult part of our job. That conversation happens frequently between our staff.

Sylvia Cranmer –

It is important to have consistency between urban and rural enforcement.

Mike Trombley –

And it is important that we have that consistency between officers as well.

Dan Gould –

Do you have a protocol for serious crashes?

Mike Trombley –

If it is a serious crash, the crash team investigates. This team has seven or eight people who reconstruct the crash site. This process makes a 15 minute investigation take up to 4-hours.

Dan Gould –

One way to deal with these crashes would be to assign blame, but for other cyclists it would be educational to know what happened and how to avoid a similar crash.

Mike Trombley –

Colorado is a no-blame state, so we only assign appropriate traffic citations. But we would like to share some of the crash information to encourage and educate about safe cycling.

DK –

This has come full circle because Dan had asked about the communication between Police Services and FC Bikes and I took steps to improve our communication. The BSEP says we will continue to work with Police Services to educate the public about crashes and how to avoid them.

Ben Miller –

Consistency seems to be important because cyclists are so diverse – we react differently when we see a car marked City versus Sherriff as well as when we see groups of cyclists versus invincible CSU students.

Mike Trombley –

It is hard to have hard lines about consistency, but we try to speak philosophically for consistency.

Tim Anderson –

Bike-car crashes can be a result of an interaction that is described as impolite or aggressive. It requires investigation to determine the cause of the crash.

Sylvia Cranmer –

Currently, when you make stops do you require identification? Do you put it into a system so you can track violations?

Mike Trombley –

If it is a moving violation it will likely be a citation, not a warning.

Sylvia Cranmer–

If you pull someone over and they are wearing a helmet in town, can you educate the cyclist about the violation but give them a warning? As a reward for having some safe habits, can we be lenient about strictly following the laws?

Mike Trombley –

None of this is cut and dry. The reason we are giving more citations is because crash rates are up. If we're talking about someone running a stop sign, it depends on the circumstances.

Syvlia Cranmer –

I moved down from Aspen where they give a lot of warnings and no citations. I like that less aggressive approach.

DK –

I'd like to piggyback on that. I like the idea of positive reinforcement. It is really powerful to talk about how more cyclists are stopping at stop signs and more cyclists are riding with lights at night. Rewarding positive behaviors can be more effective than punishing bad behaviors. We are talking about reinvigorating our free bike light giveaway.

Rick Price –

NBB bike in movies would be a prime time to target cyclists who are riding at night without lights.

Josh Kerson –

What do you think is the most challenging aspect of educating the cycling community?

Mike Trombley –

One thing we try to impact the most, but doesn't seem to have affect is wrong-way riding. How many police officers do you think are on duty at any given time? Eight. So we have a limited amount of time to target a certain population or a certain intersection.

Josh Kerson –

I would like to see stickers on the backside of traffic signs that say "riding your bicycle the wrong way is illegal" or something to that effect.

Rick Price –

When we are teaching people in our community, adults, children etc, it is important that we share this information, and further it is important that we understand how and why a crash happens.

Chris West –

I work at Bauder and we have some programs for our kids that are really effective. I would love to see 3 or 4 uniformed officers with kids at intersections to call out cyclists who are not following the law. It is empowering to create these opportunities for our youth. Are off-duty police officers available to be contracted for these kinds of programs or for bike field trips?

Bob Phillips –

Our community needs to have a common perspective of who should and who shouldn't ride bikes. My wife had an accident and her doctor told her she had no business riding a bike.

III. Regional Coordination Update

DK –

Pass out new Ride magazine.

This is one piece of our regional outreach program. Bike Wise is meant to foster relationships with other communities. In a lot of ways we are already doing this – Safe Routes to School, trails, etc. Our primary focus is on Fort Collins, but other communities are expressing interest to share best practices. BikeWise was created in order to expedite collaboration, consistent bicycle safety education and encouragement outreach in Northern Colorado.

There are 22 participants who have expressed sincere interest in getting together to discuss these goals. In fact, our first meeting is this Wednesday morning. Traffic engineers in the region already have this type of committee and we will collaborate with them when it is appropriate. Joe Olson will be presenting the infrastructure part of the BSEP to the regional engineering committee. Our second meeting is June 10; Mia Burke will be presenting best practices for engineer and transportation planners. Our public information session is going to be June 18th at The Ranch. Will include a bicycle education presentation, a bicycle safety town and demos for the entire family.

Why are we doing this? It is the right thing to do, to teach others what we know. And it is important to get commonality in the region. In addition, we were competing regionally for grant dollars and we were winning them because we had a regional component.

IV. EECBG Project Update

DK –

Has everyone seen the new bike lanes on Laporte? Great job by Traffic Operations We secured some of the funding for three projects. Two of them are in the works. We will improve connectivity from Meldrum to Riverside on Mountain – the bike lane will extend to Howes and a new “Shared Lane” marking will extend from Howes to Riverside. Also the College & Mountain and the Riverside & Mountain intersections will incorporate video detection so bikes can actuate signals. Improvements start in two weeks.

Rick –

The placement of the shared lane markings is important. We don't want them in the right third of the lane because they will be worn off by car tires and bikers will be encouraged to ride close to the diagonal parking.

DK –

The markings will be in the middle of the lane. I hope when we do an update to the entire bicycle network we can incorporate these into roads without bike lanes. Perhaps the BAC can have a subcommittee to help suggest areas where road improvements are needed.

The second improvement is the bike box. (*Drawing)
These are not encouragement tools, they are safety devices.

Finally, we are working on finding a pedestrian solution for the connection between the Buckingham neighborhood and Odell Brewing. We are still working on the best solution.

V. *Staff Reports*

DK –

Molly and I taught a TS101 course on Sunday at the Northside Aztlan Community Center. We had 11 participants for an 8-hour course.

Board member reports –

Sylvia –

Bike Fort Collins will be hosting an event at the Poudre River Arts Center on June 3 during the First Friday celebration. We are collecting bike art, so please encourage your constituents to submit art and to attend the event.

Josh –

I am happy to report that the Bicycle Retailers Alliance has met twice. There are about 14 business represented – we are all interested in creating communication system for bicycle safety education, creating a unified voice, distributing event info, collaborating with NBDR, and invigorating a shop local campaign. I am excited to see collaboration among the bike shops that seems to be unique to this community. Bike shops are usually competitive. We have been solution-oriented about how we can share information. This group has a lot of potential and a lot of enthusiasm.

Ben –

Have we thought about having a member of the NCCE here? They could represent competitive cycling.

DK –

We have thought about it. We haven't invited anyone from NCCE because we are trying to maintain a balance of the size of this committee.

Rick –

I will be gone in May and June when we talk about the Bike Library. Lincoln Elementary almost refused our bicycle education services, but now they are excited about the program and the possibility of using library bikes. We should get as many

of those bikes as we can into the schools in March, April, May and August, September and October.

Meeting Adjourned 7:55