

**MEETING MINUTES of the
BICYCLE ADVISORY COMMITTEE**

**July 11, 2011
6:00 PM**

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

FOR REFERENCE:

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

BOARD/CITY ORGANIZATION MEMBERS PRESENT

AT LARGE MEMBERS PRESENT

At Large: Dan Gould

Bicycle Pedestrian Education Coalition: Kim Sharpe

Bike Fort Collins: Sylvia Cranmer

Colorado State University: Ben Miller

Economic Advisory Commission: Rick Price

Fort Collins Bicycle Co-Op: Tim Anderson

Fort Collins Bicycle Retailers Alliance: Josh Kerson

Land Conservation & Stewardship Board: Kathryn Grimes

Parks and Recreation Board: Bruce Henderson

ABSENT

At Large: TBD

At Large: TBD

Air Quality Board: Michael Lynn

Downtown Development Authority: Kathy Cardona

Natural Resources Advisory Board: Glen Colton

Poudre School District: Chris West

Senior Advisory Board: TBD

Transportation Board: Shane Miller

UniverCity Connections: TBD

City of Fort Collins:

Craig Foreman, Director of Park Planning and Development

David Kemp, Bicycle Coordinator

Kathleen Bracke, Director of Transportation Planning

Matt Wempe, Transportation Planner

Call to order:

Meeting called to order at 6:02PM.

Agenda Review:

Rick Price reviewed the agenda; no changes were made.

Public Comment:

None

Approval of the Minutes:

Rick Price said the date reads June 13, 2010, and it should read 2011. He also would like to see page numbers on the minutes. Dan Gould would like comments from the email conversation about e-bikes included in the minutes as an addendum. Tim Anderson said his statement about e-bikes is very condensed and could be misleading. He said, "My primary recommendation is that 'this is done business, so why are we talking about it?' If this is an item for reconsideration, then a 3-year trial period should be considered." Rick Price said he doesn't want to put words in Tim Anderson's mouth, but Shane Miller's initial statement strongly supports BAC's initial recommendation. Tim Anderson said that if changing the recommendation is going against rules of order and the members who crafted the first recommendation, then he would recommend a trial period. "I don't believe from the discussion we had about this subject should have been reopened, but if it is, then I would favor a trial period with an annual review," Tim Anderson said. The bottom line: change June minutes to accurately reflect Tim Anderson's statement.

Motion to approve by Dan Gould; Tim Anderson seconded. Minutes approved unanimously as amended.

Action Items:

I. Bike Safety Town Update –

Matt Wempe –

The Bike Safety Education Plan approved this past March by City Council includes a bike safety town concept. City staff is working to find a site for it which is the first step. They are meeting with many boards and getting public input throughout July and August that will culminate in a recommendation that will go to Council. Tonight, Matt Wempe is looking for a recommendation from BAC primarily about the location. He's worked with the Parks Dept. to look at sites that are next to schools and in parks that can handle extra activity. Secondly, Matt Wempe would like input on the design of the town. Staff have already done a best practice review, but want to know what our community wants. It could be like a miniature city with streets, bike lanes and other things you'll see when you're riding around town. The emphasis will be on-street safe cycling. One could compare a bike safety town to the mountain bike course at Spring Canyon Park which mimics what you'll find when you're on mountain bike trails.

For programs and classes, the City will partner with BPEC, the Safe Routes to School (SRTS) program, the school district and other entities.

Matt Wempe showed many photos of what bike safety towns in other communities look like.

Dan Gould –

Are there any towns that have parked car scenarios?

Matt Wempe –

I haven't see any, but we can incorporate that.

Kathryn Grimes –

How detailed does it get? Like, would it include bike lanes that go between straight-through lanes and right turn lanes?

Matt Wempe –

We can include this too.

Rick Price–

It's worth clarifying the history of bike safety towns. There was a huge movement across the country that began in the 30's and took off again in the 50's. It was about teaching preschool children safety in all its aspects, like getting on and off busses. Bike safety towns evolved out of this. We, as a community, need to define what we're building and for whom.

Josh Kerson –

Sidewalks and crosswalks are important for interfacing with traffic.

Matt Wempe shared the project scope and schedule:

- *Bicycle Safety Education Plan* recommends constructing a bike safety town for children and families to learn about bicycle and road safety
- 2011: Location, planning, and design (funded)
- 2012: Construction (currently unfunded)
- Bike safety town could be expanded to include additional types of safety education
- Partner with existing community programs
- *June 2011*: City staff identifies potential park locations
- *July – August 2011*: Public outreach to determine preferred park location
- Residents (online questionnaire, phone, email)
- Boards and commissions
- City Council
- *August 2011*: Staff recommendation, funding options, and construction timeline to City Council
- *August – October 2011*: Bike safety town design alternatives analysis

- Follow Parks Planning process
- Additional public outreach
- *November 2011*: Confirm final design
- Pursue implementation funding
- *2012*: Construction begins (funding dependent)

Matt Wempe –

The City wants to make sure people who live near and use possible park sites are aware of the potential project. They will work with landscape architects on design and will continue to get public input along the way. The final design will be confirmed in November.

Matt Wempe also shared the location decision criteria:

- Utilize triple bottom line analysis (economic, environmental, human)
- Decision criteria include:
 - Available space
 - Impacts to parks maintenance and other users
 - Nearby bike trail and route/lane access
 - Vehicle parking and drop-off availability
 - Number of students and households within one-mile
 - Additional factors identified by public input

Then he showed a map of possible safety town sites, which encompasses everywhere from City Park to the future southeast park by Fossil Ridge High School. Most of the nearby schools have gone through the SRTS program.

Matt Wempe will make a presentation at the Transportation Board next week and the Parks and Recreation Board the week after that.

Go to this website for updated information as this project progresses:
<http://www.FortCollinsgov.com/bikesafetytown>.

Matt Wempe asked for comments on location to take to Transportation Board.

Kathryn Grimes –

Will it be wired for electricity so you can have stop lights?

Craig Foreman –

It's possible.

David Kemp –

Solar powered is an option, too.

Ben Miller –

Why the south side of town?

Matt Wempe –

There are a lot of cyclists there and it has good infrastructure. Also we don't want to load all of the city's bike facilities on the north side of town.

Bruce Henderson –

The process should consider the target audience, then questions like “why south?” would be better answered.

Matt Wempe –

Council has thought about this as serving children and families. Kids in the K-8 grade range would be a good target.

David Kemp -

The facility could accommodate all age groups.

Rick Price –

It would be really good to focus and provide a definition up front. Speaking as a LAB instructor, kids are ready to ride on the road by about age 12. On the other hand, I would like to encourage simplicity – a little grass to mow and lanes with signage, but we don't need buildings. We should make it so families can use it on their own. It could even be used for birthday parties.

Matt Wempe –

I agree about simplicity.

Ben Miller –

For CSU to get to the gold level of recognition as a “bike-friendly” university, its plan recommends regular bicycle education. So the safety town could be a central location for CSU to help meet this recommendation.

Rick Price –

Taking college students to Old Town would be better.

David Kemp –

You might find a lot of foreign students who would like practicing on the town.

Kathryn Grimes –

As well as other students who haven't used a bike for transportation before coming to college. It should be attached to a bike trail for easy access by families.

David Kemp –

Most of the recommended sites are accessible by bike trail.

So, location recommendations made by the BAC are: Rick would prefer something centrally located; most others agreed. Fossil Creek might already be too crowded. Rolland Moore, Edora, Beattie, Troutman and Ridgeview are preferred sites. Dan

would like to see the central location limited to direct access by trails so that would limit the selection to Rolland Moore and Edora.

Sylvia Cranmer –

It might be good to put in north part of town or kids from north side won't be able to get there as they don't have the parental transportation support as some of the City's other kids.

Dan Gould –

Would bikes be supplied at the town? It might be good to locate along a Transfort bus route so people can get there from all over.

Josh Kerson –

I suggest Rolland Moore Park as a strong contender. "Roll"-and Moore...we could play on that name.

Craig Foreman –

Keep in mind that all of RM Park is in the flood plain, so it would require a study and it has contingencies.

Kathryn Grimes –

Troutman?

Matt Wempe –

Topography isn't great.

Ben Miller –

Edora – would disc golf be relocated?

Matt Wempe –

Yes; there are plans to relocate it already and the City's getting pushback from neighbors since that park's highly used now, but it's a great site from a connectivity standpoint.

Craig Foreman –

We thought Beattie to start with, but like the central location ideas. Anyplace we can be that's not on top of someone's backyard would be good.

Rick Price asked for a motion. Kathryn motioned that: The bike safety town should be located on direct access to an existing bike trail, including possible connection to bus and transit access, and centrally located in Fort Collins, for example, the locations of Edora, Rolland Moore, Beattie and Trautman.

Kathryn Grimes –

It would be helpful to go out to those sites to get visuals.

Rick Price –

It would also be good to see some designs. I have some from Peoria, Illinois, and Italy I could share.

Josh Kerson seconded the motion. The motion was approved unanimously.

Matt Wempe asked for a letter to go the Transportation Board. Kim will send Rick what she recorded for the minutes and Rick will draft a letter and send it to BAC members for review.

Discussion/Informational Items:

I. Trails Master Plan Update

Craig Foreman – There are 9 areas to update you on:

1. LaPorte Avenue and the Poudre Trail at N. Shields where it crosses the Poudre River – county's replacing the bridge that's there. Looking at trying to find parking for trail and watercraft users on SE or SW corner, but both are private property, so it probably won't happen. The Search & Rescue compound is the fall-back site; could expand it to accommodate 40 parking spaces.
2. Lemay and Mulberry – CDOT's replacing the Mulberry bridge in 2014. City owns the pedestrian bridges in that area. The plan is to go under Lemay just south of Mulberry and connect by a pedestrian bridge to the existing trail on SE quadrant of the Lemay and Mulberry intersection. This will help solve the steep ramp issues.
3. Environmental Learning Center where Drake turns into Ziegler. Looking at the big piece of property where concrete plant is; there are future plans to move the plant. Once it's gone, this would be an ideal site for a park and trail extension over to Timnath. For the time being, the City's thinking about starting at the Strauss Cabin and making a connection over to Wal-Mart at I-25 and Harmony and the Park & Ride on NW quadrant of that intersection. The county's trying to acquire land to tie Timnath to Windsor.
4. Fossil Creek Trail at County HWY 38E should be completed by fall 2011.
5. Fossil Creek Trail from College to Shields. Currently, the Fossil Creek trail goes under College and turns north. The City wants add a southern option which would run parallel to College Aveue and then turn west which would put the trail on the south side of Fossil Creek Dr. They're in negotiations with the railroad company about beginning work on a necessary tunnel. Maybe this could be completed by 2013.

Kathryn Grimes –

What about the railroad crossing at Whole Foods where people keep cutting the fence that's been put up there?

Kathleen Bracke –

This is part of the Mason Corridor project and the solution will be to build a pedestrian bridge that will go over the RR tracks.

6. Carpenter Road and Lemay – Statton Creek goes up to Trilby. The City wants to connect the Power Trail to the Fossil Creek Trail. The County wants to gain access from the railroad to connect the Power Trail to Loveland's trail system.

Rick Price –

Someone once suggested to me an overpass on Harmony for bikes that would serve as a "Welcome to Fort Collins" sign.

7. Keenland underpass? Again, it's a railroad issue that's bogged down.
8. Timberline over to Ziegler where there's Bacon Elementary and the Chase housing development. The problem with this area is that most of the available property is privately owned in the county and undeveloped. It's hard to justify improvements in undeveloped areas.

David Kemp –

We are working on a way-finding system to help navigate through these areas.

9. Fossil Creek Reservoir. Have plans to extend Fossil Creek Trail around the reservoir and it will tie into the crossing at the Interstate.

Kathleen Bracke –

Would it connect to Park & Ride?

Craig Foreman –

I don't know.

II. Velo Park Update –

Tim Anderson –

We have a logo and dream to build a Velo Park in Fort Collins. The Fort Collins Velodrome Association was established in 2006. Cyclocross racing is popular around the world. Right now, Fort Collins's racing is driven by a grassroots effort and takes place on borrowed land, like CSU's oval and the New Belgium Brewery. The Association would like to have municipal support. The City's Parks & Recreation plan says that "not having a cycling park is a weakness." The plan also lists as a desire a community cycling park with a large outdoor event center. Velodromes are used this way throughout the world. There are 1,000 acres of irrigated land in the City for golf, which is purely for golf. Cycling deserves the same support. Valmont Park in Boulder is now open. It's an all dirt course on 40 acres and was funded with matched funds from Great Outdoors Colorado. Bob Rodale Cycling and Fitness Park in Pennsylvania is another example. These parks are used for jogging, walking, cross-country skiing, inline skating, etc. A park in Fort Collins would have to be a public/private partnership, like EPIC, Budweiser Event Center and Coors Field.

Kathryn Grimes –
What is your history and why are you interested in it?

Rick Price –
Tim should organize a field trip to see Boulder's park.

Reports:

I. Staff Reports

Kathleen Bracke –
Staff are working on filling vacant BAC members positions. There will be another application process for at-large members. University Connections and Senior Advisory also needs to appoint representatives. We'll probably have new members by September's meeting.

II. Board Member Reports

Rick Price –
What did people think of Mia Birk's presentation?

Dan Gould –
I thought Mia Birk gave a great perspective about the impact of citizen input.

Ben Miller –
I was surprised about how much Fort Collins is not on her radar screen.

Sylvia Cranmer –
I was surprised, too, especially after it was announced Fort Collins is rated as the second best community for bike commuting.

Kim Sharpe –
I am Twittering and Facebooking with Mia, so she should be more aware of what we're doing.

Kathleen Bracke –
The City doesn't self promote.

Josh Kerson –
I was excited about the June 28 City Council work session and that Parks & Rec. came to a neutral point on e-bikes. One of the most powerful promotions was the e-bike demo day; it helped change people's minds, especially when the mayor came out in support of e-bikes.

Rick Price –
The highlight of my summer so far is riding in the Dolomites with 18,000 other people.

New Business/Future Agenda Items:

I. BSEP/FORT COLLINS Bikes/Safe Routes to School Update

II. Innovative Street Safety Improvements

III. Downtown Parking Plan Update/Bike Parking Element

Adjourn

Meeting adjourned at 7:54 PM.