

**MEETING MINUTES of the  
BICYCLE ADVISORY COMMITTEE**

**September 12, 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**

**Bike Fort Collins:** Sylvia Cranmer  
**Colorado State University:** Joy Childress  
**Downtown Development Authority:** Kathy Cardona  
**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  
**Poudre School District:** Chris West  
**Transportation Board:** Shane Miller

**AT LARGE MEMBERS PRESENT**

**At Large:** Dan Gould

**ABSENT**

**At Large:** TBD

**At Large:** TBD

**Air Quality Board:** Michael Lynn

**Bicycle Pedestrian Education Coalition:** Kim Sharpe

**Natural Resources Advisory Board:** Glen Colton

**Parks and Recreation Board:** Bruce Henderson

**Senior Advisory Board:** TBD

**UniverCity Connections:** TBD

**City of Fort Collins:**

David Kemp, Bicycle Coordinator  
Kathleen Bracke, Director of Transportation Planning  
Matt Wempe, Transportation Planner  
Molly North, Assistant Bicycle Coordinator

**Call to order:**

Meeting called to order at 6:02 PM.

**Agenda Review:**

No comment

**Public Comment:**

None

**Approval of Minutes:**

Bruce Henderson -

My name was listed in the attendance as "Bruce Henderson Henderson"

Committee had a short conversation about how to create an effective process to get feedback to the committee. Minutes will highlight items to be resolved.

***Motion to approve by Kathryn Grimes, Tim Anderson seconded. Minutes approved unanimously.***

**Action Items:**

***I. Budgeting for Outcomes Process (2013-2014 Budget Cycle)***

Kathleen Bracke -

There is general information on the City website that describes how the City's Budgeting for Outcomes (BFO) process works for allocating funding for two year budget cycles. Budget is determined by City Council based on community input and staff recommendations. First, we establish goals as a community (i.e. safe communities, transportation, etc.) Typically, in Transportation Planning, our projects go through the Transportation results area, but some of our "offers" go to Economic Health or other results areas. The Price of Government is a good book resource. Next BFO process is for 2013 and 2014, but we begin the process in 2012. Determining goals for 2013 and 2014 will include hosting a public open house in March. The result will be a list of goals - called outcomes - which may include the same as prior years such as Economic Health, Transportation, and Safe Community, etc. and/or could include new ones. When we have more details about the open house we will share them. That input will help City staff and Council drive the BFO process. The "offers" can include requests for funding for capital projects, programs, services and/or staffing, equipment, etc.. The take-away for tonight is that there will be a public meeting in the Spring 2012 to provide more detailed information and be the first of many opportunities for public input into the BFO process. There will be a results team for each outcome (safety, transportation, etc). In the past, the results teams were staffed by city employees, but this next cycle will include a citizen appointed by the City Manager. Also, in July the City's budget office will be posting the prioritizations online for people to review. Typically, that information is not available until September, so this will give more time for people to review the

information; Lawrence from the City's Budget Office asked me to mention that there may be issues with online portion since this is the first time we are offering that resource. Budgeting for the past several years has resulted in staff cuts. That requires that we deal with all funding matters sensitively and tactfully. Hopefully we are in a different financial climate going into 2013 and 2014, but we still need to consider that there are not only projects, but also people who are being funded by these monies. Are there any questions?

Dan Gould -  
What is the sequence of events?

Kathleen Bracke -  
For Transportation Planning, the staff team will prepare offers that focus on Council goals as determined by the outcome areas. Examples could include offers related to improving mobility by all modes and other action items from the Transportation Master Plan implementation section. We will write offers based on those strategies.

Rick Price -  
So, the first step is goal setting (outcome areas) by City Council?

Kathleen Bracke -  
Yes.

Shane Miller -  
Regarding layoffs, has the City formally reviewed implementing a pool for volunteer hours? People can give up their hours so other people can use them. The private sector is using this technique. Layoffs stifle innovation.

David Osborne and Peter Hutchinson are the authors of [The Price of Government](#).

Kathleen Bracke -  
This process is about distributing funding for projects and services, including the staffing to support those but if a project or service is cut, then the staffing associated with it is cut. We can ask HR if they have any plans for the future, in terms of pooling hours.

Rick Price -  
At what point between now and March can the BAC have a voice to give input to the creation of the outcome areas?

Kathleen Bracke -  
The open house is the new public opportunity. This committee can certainly talk about these BFO topics anytime.

Rick Price -  
Let's keep that in mind for our agenda items.

Three years ago the Bike Co-op was the second ever non-city group to submit an offer. It was not a public-friendly process back then, perhaps we are moving toward that now.

Will non-City staff be incorporated into the process?  
How does a citizen find out about being on a results team?

## *II. Innovative Street Safety Improvements*

David Kemp –  
You can have a map printed by Douglas Cain. If you need a hard copy please tell DK or email [dcain@fcgov.com](mailto:dcain@fcgov.com).

Kathryn Grimes–  
What is a road diet?

David Kemp –  
We start with a road that has four lanes and use lane striping or other measures to create two lanes with a center turn lane and/or medians. The extra lane width can be used to add a bike lane in each direction.

I'd like to use your time wisely. Would you help identify intersections and streets that could benefit from the upcoming bike network update? As a disclaimer, this map is still being updated to incorporate the 2011 map changes.

Rick Price –  
Do we not have any data on Horsetooth and Harmony? Follow-up  
Why do we have so many video actuations on Horsetooth and Harmony?

Kathleen Bracke –  
As the City does improvement projects, all modes of transportation are considered. As funding was available and as new developed occurred over the years, those were the first areas to be updated.

Shane –  
It seems backwards to count and then implement video detection. What if you aren't counting a road with lots of bikes?  
Boardwalk and College is a terrible intersection.  
I think it is unfortunate that our multi-modal community has a main street that does not allow cycling. Why can't we ride on College Ave?

Rick Price –  
There is an anti-League website that points that out – it's not bike friendly if we can't ride on HWY 287 when all of our bike shops are (or were) located on 287.

David Kemp –

We need to talk about how to incorporate bikes when it is redone.

Kathleen Bracke –

Last time we budgeted for outcomes, we presented an offer for a South College/Mid-Town Corridor transportation study to re-look at needs for all modes.

Unfortunately, it was not approved. We will continue to seek funding for this since the area is changing so much and we need to plan for the future.

Josh Kerson –

I understand the idea of making it easier for the large trucks to roll through without slowing cycling traffic, but there could be routes along the road to improve access. I like to take Remington anyway.

Dan Gould –

Has it ever been considered to use the frontage roads?

Kathleen Bracke -

Yes – that's what the previous budget request was for. There are a whole set of tools we could use – boulevards, frontage roads, etc. We'd like to determine how to repurpose that space and re-allocate for more pedestrian and bicycle access.

Rick Price –

Are there any 30,000ft level questions? Let's start there and then more specific questions can be sent to DK.

Dan Gould –

What is the difference between shared lane markings and bike lanes?

David Kemp –

We could do either, but bike lanes are our first choice if there is enough room.

Rick Price –

That gets closer to the idea of the bike boulevard – why isn't that a category?

David Kemp –

Portland created the bike boulevard. They have short blocks and narrow streets, we have long blocks and wide streets. It might not be the best solution for our infrastructure but could work in some areas.

Rick Price –

We could implement a bicycle boulevard. Magnolia is a good example; it is downhill, but there are lots of stop signs. Mason doesn't get used by people who like to move fast north-south. Maybe it would if it were a boulevard. You are missing the boat with boulevards if you don't try to incorporate more. It seems like some of your proposed sections are fitting for a bicycle boulevard.

Dan Gould –

There are a number of factors that need to be considered when creating a bicycle boulevard.

David Kemp -

We don't have a lot of issues/conflicts with cars and bikes on our long, wide blocks. So it may not be necessary.

I will share a link so people can see what a bicycle boulevard looks like. They are very chic right now, but we have a different infrastructure – we could turn around a horse and carriage on our wide streets! We are looking for side streets that people will be using to get around – students and families – we need to think about connectivity for new cyclists.

Josh Kerson –

Dangers around CSU are what bother me the most. I grew up in North Hampton with five universities. I think a scramble crossing is a useful tool to help stop automotive traffic so cyclists and pedestrians have time to safely cross. These could be implemented at Laurel and College and at Shields and Elizabeth. The state of Colorado should be able to stop traffic at trouble intersections to keep cyclists and pedestrians safe.

Rick Price -

Scramble crossing is a crossing where the motorized vehicles are stopped and the bicycles and pedestrians have time to cross in any direction they choose.

David Kemp –

Those intersections are on our radar and we have been out there with Joe Olson, Fred Haberecht and David Hansen. They will make the ultimate decision about how to improve these areas.

Josh Kerson –

What are your other options? Florida has some great bridges. They are expensive, but we are talking about people's lives.

David Kemp –

We are talking about adding additional signs, changing actuation, and adding signals. We are talking about collaborating on costs to make improvements. We are also talking about adding more bike boxes, but we first have to collect and analyze data from the existing bike box.

Rick Price –

I love shared lane markings for the three E/W streets in downtown – Magnolia and Olive have diagonal parked cars and sharrows belong there. Same as around Library Park. There is lots of bicycle traffic there as well. All the way to Canyon. Also, we should have a roundabout and Mulberry and Canyon.

Kathleen Bracke –

We are looking at roundabouts at various intersections and this one has come up as part of the Plan Fort Collins process. Another example is Jefferson & Mountain intersection. Also, we have done some temporary roundabouts in our neighborhoods – some have been well-received, and some have been packed up and left on the curb for us to pick up. So we are experimenting with adding roundabouts.

Rick Price –

I'd love to see an expanded detailed map of downtown and CSU. Congestion and traffic in those areas call for focused attention. As a cartographer, I love this visual illustration of how the info from multiple sources converges.

Rick Price –

There has been talk about a guideway through the Oak Street Plaza.

David Kemp –

There are safety concerns with adding shared lane markings on College Ave – specifically, the number of cars per day. Guidelines from the MUTCD direct that shared lane marking should not be used on a road that has over 25,000 daily vehicles.

Dan Gould –

The diagonal parking should override that.

What about Shields, north from Laurel? That is a very busy portion of road.

David Kemp –

We could implement a road diet on Shields from Mulberry north, but between Laurel and Mulberry is exceptionally hard. Traffic is stacked up already. But that is the area we need it the most. We haven't arrived at a solution yet.

Matt Wempe –

It is not the segments that are difficult, it is the intersections. Sometimes I bike and think we can make changes and sometimes I bike the same area and get buzzed.

David Kemp –

Joe Olson is a great advocate for cyclists and it's good to have him in this position. He is very receptive to the ideas we have. One of the challenges we have in our city is that we have intersections that don't cross directly across from one another.

Rick Price –

Let's reduce speed limits around CSU to encourage cycling.

Please send detailed feedback to DK and share with everyone so we can all be informed and perhaps we can spur thoughts for one another.

Kathleen Bracke –

You don't need to suggest a solution, just help us find the areas we need to flag.

David Kemp –

Finally – I have a map of the highest crash rates. I'm going to pass this around so everyone can look at it.

### *Staff Reports*

Kathleen Bracke –

We would like to thank Matt for all of your work on SRTS, BSEP, BPEC etc. I'd like to publicly thank Matt for his work. He does development review when new projects come in and makes sure it has room for all modes. He is leaving big shoes to fill. We are starting the hiring process for his position right away. Questions during transition can be directed to Kathleen until we fill the Transportation Planner position. One part of his position was the Safe Routes to School program. We are working on a bridge to maintain the momentum. Kim Sharpe will act as interim coordinator. We will hire a SRTS coordinator soon.

Rick Price –

I echo those sentiments. I have worked closely with Matt. His work got him in the door with the League of American Bicyclists and he will do great work all across the nation.

As for the new SRTS position, you are hiring a 50% position – not 100% as proposed in the BSEP?

Kathleen Bracke –

Yes – The new position will start at 50% and grow. We could model after neighborhood services – they have a position that is part time at the City and part time at CSU. City employees can serve all schools, PSD employees can only serve PSD schools. City positions like this usually start at part time and grow over time as the program grows and available funding allows.

David Kemp –

The Sustainable Living Fair is this weekend – Saturday and Sunday. Go check it out!

Kathy Cardona –

The DDA helps pay for District 1 officer. During the 1<sup>st</sup> quarter, he gave 43 tickets for the dismount zone and during the 2<sup>nd</sup> quarter, he gave 163 tickets for the dismount zone.

### *Board Reports*

Dan Gould –



How much pressure is there on the bus racks for bike space? Specifically for regional transportation?

David Kemp –  
Will follow up.

Sylvia Cranmer –  
We had a cool bus in Aspen – there were no seats and people and bikes could be inside the bus.

Kathleen Bracke –  
When the Mason Corridor project is implemented, larger transit vehicles will be able to accommodate bikes on board – that was part of the articulated bus design.

Dan Gould –  
It would be good to know the demand.

Kathleen Bracke –  
We will get some information from Transfort. Regional transit – we will give an update tomorrow night for the long term connectivity to Boulder and Denver. We will discuss transit improvements, commuter rail, etc.

Josh Kerson –  
I like to have fun and I think the Tour de Fat was a success. Also the US Pro Challenge brought a tremendous amount of energy to downtown Fort Collins. Finally, twelve of us rode our e-bikes up Pikes Peak in two hours!

Tim Anderson –  
Field of Dreams to Valmont Bike Park on October 6. 8am-1pm, lunch provided, appropriate dress, demos. There are 20 seats available. Hopefully this will be an educational opportunity for people who are not already in the choir.  
Also I got to ride in the Mavik wheel car for the US Pro Challenge into Breckenridge!

Chris West –  
Mackenzie will be replacing me at these meetings. We need someone for SRTS who can talk to risk management, head of curriculum, etc.

### **Adjourn**

Meeting adjourned at 7:58PM.