

**MEETING MINUTES of the  
BICYCLE ADVISORY COMMITTEE**

**June 13, 2010  
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**

**Air Quality Board:** Michael Lynn  
**Bicycle Pedestrian Education Coalition:** Kim Sharpe  
**Bike Fort Collins:** Sylvia Cranmer  
**Downtown Development Authority:** Kathy Cardona  
**Fort Collins Bicycle Co-Op:** Tim Anderson  
**Fort Collins Bicycle Retailers Alliance:** Josh Kerson  
**Natural Resources Advisory Board:** Glen Colton  
**Transportation Board:** Shane Miller

**AT LARGE MEMBERS PRESENT**

**At Large:** Dan Gould

**ABSENT**

**At Large:** TBD  
**At Large:** TBD  
**Colorado State University:** Ben Miller  
**Economic Advisory Commission:** Rick Price  
**Land Conservation & Stewardship Board:** Kathryn Grimes  
**Parks and Recreation Board:** Bruce Henderson  
**Poudre School District:** Chris West  
**Senior Advisory Board:** TBD  
**UniverCity Connections:** TBD

**City of Fort Collins:**

Aaron Iverson, Senior Transportation Planner  
Craig Foreman, Director of Park Planning and Development  
David Kemp, Bicycle Coordinator  
Kathleen Bracke, Director of Transportation Planning  
Molly North, Assistant Bicycle Coordinator

Randy Hensley, Parking Services Manager  
Timothy Wilder, Senior City Planner

**Call to order**

Meeting called to order at 6:07 PM.

**Agenda Review:**

Josh Kerson reviewed agenda and made no changes.

**Approval of the Minutes:**

***Motion to approve by Dan Gould, Sylvia Cranmer seconded. Minutes approved unanimously.***

**Action Items:**

*I. E-Bikes Process Update*

Craig Forman –

The issue is the e bikes on the trail system. This is not to be confused with the new ADA regulation that says people with different needs can use multi-use paths.

See attached PowerPoint

Kathleen –

City Council will see this on June 28 and asked for input from all of the boards. We need to decide if the BAC would like to send the same memo we wrote months ago or if there is anything to add. We want to make sure everyone has a voice.

Dan –

Let's review the memo so people who weren't on the board before can understand our stance. We were in favor before, but perhaps people feel differently now.

Tim –

The trails are already crowded and adding another user is a concern.

Sylvia –

I don't know that I trust people going that fast. Perhaps they need to have a license.

Glen –

I am concerned about the crowded trails and the safety aspect.

Kim –

There are already people speeding down our trails. I don't think e-bike users are going to be using the trails any faster than current users.

Tim –  
Is this going to open the door to more user types?

Dan –  
I wonder if this will undermine the quality of the trails. And I don't think it does, anymore than dogs, skaters, toddlers... anyone can undermine the quality of our experience on the trails.

Kim –  
I want to make sure we are talking specifically about paved trails.

Michael –  
After the advent of E vehicles, a study found that pollution rose. Because people were using a green alternative, their usage increased.

Kathleen –  
We had intended to bring the prior memo this evening, but we don't have it in hard copies. If people are not prepared to make a motion, then we can do this electronically.

Dan –  
I would be willing to create a summary of our thoughts.

DK –  
The problem with waiting until we have more information is that a lot of communities in the United States have not allowed e-bikes because they are not legally separate from motorcycles. They haven't tackled the issue yet. The US government has recently reorganized them into the bicycle category from the motorized category.

Cathy –  
We don't have a quorum, so it doesn't matter if we get the old memo tonight.

Kathleen –  
Part of the issue behind the data collection is that there isn't much available nationally, and the best option might be to do a trial period in Fort Collins.

Glen –  
I think current users will be uncomfortable with fast bikers sharing the trails. Some of the winding trails have less visibility and can result in people being scared or having crashes.

DK –  
The user is more important than the bike in this case. Road bikes can also go extremely fast, but they don't always speed around. E-bikes can go fast, but they can also go 7mph. These bikes have great braking mechanisms. The demographic that

is interested in these bikes are mostly seniors. They will have to make a significant financial investment in these bikes and will likely be responsible people who are using these bikes to extend their trips.

Dan –

Because we don't have a quorum, I would like for you to provide your comments to me and I will consolidate them for the minutes.

### **Discussion/Informational Items:**

#### *I. Parking Plan*

See attached PowerPoint

Kathleen –

The inclusion of bike parking is new and integral to this project so thanks to Randy and Timothy for their work on this.

Josh –

There are neat racks in car spots and I wonder if they are in jeopardy with this new parking plan. I think the addition of these racks speaks to our local community and it adds value to our downtown.

Randy –

I haven't heard anything like that.

DK –

The Mayor of Old Town and another restaurant at 415 S. Mason both want to install bike racks in front of their buildings. We are working together to help them get racks installed. This study was helpful for me to learn about where racks are and which ones are being used. We are going to shuffle racks around to maximize use. Function and form are both important for bike racks in our downtown.

Glen –

I don't know why we don't charge for downtown parking. Every other quality downtown I have visited charges for downtown parking so I don't know why we don't do that.

Randy –

It is important to have a lengthy conversation about that and the front page of the paper discussed that. There are pros and cons to paid parking. We will include these conversations throughout the process.

Shane –

I talked to someone who hates bikes and he said that there should be one central parking spot for all bicycles and then they can walk to the downtown. How about

we make a parking lot for cars and then the drivers have to walk to downtown? The close parking spots can be reserved for people with mobility issues.

Randy –

The thing that caught my ear was that paid parking is for the rich. That doesn't have to be the case – we can charge a variety of prices for an hour.

Tim –

Fort Collins has always been a drive-up community. People are used to being able to see the front door when they park, but that is changing.

## *II. Jefferson Street Project Update*

See attached PowerPoint

Michael –

Your audience is families and people who will come downtown to shop and eat, right? So it makes sense to separate this track with a curb or something more obvious.

Kathleen –

We are trying to make it useable for everyone, but we recognize that there are alternate routes for people who won't use this route.

Dan –

It seems like it would be hard to mesh the northbound flow onto N College.

Kathleen –

That is a good point.

Shane –

My concern is the alternative without bike lanes.

Kathleen –

The purpose is to calm the traffic that is out there, so ideally we can slow traffic to 25/30mph so more users will take the lane. We will also work to improve way finding so people can choose their route.

Shane –

All I have ever read is that shared lane markings on roads reduce crashes. Has anyone read any different?

Kathleen –

It is important to think about the Jefferson corridor. Compared to N College where we can widen the roadway and include all of the pieces we want, on Jefferson we need to work within the space we have.

Josh –

I work at N. College and Jefferson and I walk that area often. The biggest issue is that truck drivers are turning left onto Jefferson from College and speeding up so they can get through the intersection at Linden without hitting the red light.

Sylvia –

You asked if we would ride there, I don't know if I would. You asked if I would feel safe, no. I don't like the idea that it would encourage cyclists to ride there and increase the amount of cyclist/truck interface. I also don't feel safe with the transient community down there.

Kathleen –

Those are legitimate issues and we are addressing these concerns.

Kim –

I think the more "bikes belong" signs we have, the better. It sends a good message – like Josh said – that it is downtown.

Dan –

I am concerned about the intersections and having refuges for pedestrians.

Kathleen –

We tried to include as many facilities as possible, but we were limited by curbs, traffic volume, left turn lanes, etc. We did all we could to reduce pedestrian exposure. We will imitate the pedestrian crossings that we have currently along the in other areas downtown to raise awareness for drivers of pedestrian crossings.

Glen –

I'm not sure it is necessary to keep on street parking for the local businesses because I don't even know any of the shops on Jefferson.

Kathleen –

There is revitalization of this area and a lot of new businesses and residential development is coming in.

What do you think of the roundabout at Jefferson and Mountain?

Shane –

Do we have an example of a roundabout adjacent to a railroad in Fort Collins?

Kathleen –

Not in FC, but they are used all around the world and there are a lot of examples of how it works.

Shane –

Is there a human being who has seen one? It would be worth the plane ticket to research the actual implementations.

### III. 2008 Bicycle Plan Progress Report

Insert Update

DK –

Please review this update and let me know what you would like to see different.

#### **Reports:**

##### *I. Staff Reports*

DK –

We installed a bike box at Shields and Plum.

Shane –

The crosswalk is already a bike box. I like to get in front of the car that is going straight and out of the way of the car turning right. The bike box may be really great, and I reserve judgment, but it may antagonize drivers who already don't like bike-specific infrastructure. I didn't see much information about that from Portland. Have you heard any feedback on that?

DK –

Fort Collins is very progressive and patient, so I think we will see a good response. We have had a car centric community for a while now and this is one bike-centric facility.

Kim –

I think it is important that we have a big campaign to educate people how to use this new infrastructure.

DK –

We have done a lot already, but that is a brilliant idea!

DK –

We are in the midst of Bike Summer – this includes Bike to Work Wednesdays, the Northern Colorado Bicycle Expo, and Bike Week. Bike to Work Day is June 22 and will be a huge success this year thanks to Molly North.

##### *II. Board Member Reports*

Dan –

Mia Birk's workshop was fantastic; people were there from all over the region. I thought it was a really unique conversation. The most interesting thing I learned was about NACTO – they created an urban planning guide.

Kim –

Share the Road banners were posted on College. The horizontal banner will be hung at College and Laurel then at College and Foothills Gateway. The vertical banners will be back in August when students return.

Also, I gave a presentation at City Council when they gave the proclamation.

Finally, safety presentations are available; we have done about 26 to date.

Shane –

Went to LA and saw bike lockers; it is something we should consider when we connect with the BRT.

Also, I tried a fully-enclosed Elevator Flava Bike and was not impressed.

Josh –

Future Agenda will include a Bike Trail Master Plan Update from Craig Foreman and an update on the VeloPark from Tim Anderson.

### **Adjourn**

Meeting adjourned at 8:48 PM.