

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

**October 10, 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

Air Quality Board: Michael Lynn
Bicycle Pedestrian Education Coalition: Kim Sharpe
Bike Fort Collins: Sylvia Cranmer
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
Natural Resources Advisory Board: Glen Colton
Parks and Recreation Board: Bruce Henderson
Poudre School District: MacKenzie Mushel

AT LARGE MEMBERS PRESENT

At Large: Dan Gould

ABSENT

At Large: TBD
At Large: TBD
Colorado State University: Joy Childress
Downtown Development Authority: Kathy Cardona
Transportation Board: Shane Miller
Senior Advisory Board: TBD
UniverCity Connections: TBD

City of Fort Collins:

Kathleen Bracke, Director of Transportation Planning & Special Projects
 David Kemp, Bicycle Coordinator
 Molly North, Assistant Bicycle Coordinator
 Craig Horton, Police Sergeant
 Michael Trombley, Police Lieutenant

Timothy Wilder, Senior City Planner

Call to order:

Meeting called to order at 6:03 PM.

Meeting officially called to order at 6:20 PM. (We reached a quorum.)

Public Comment:

Phillip Gabriel –

I am a professor at CSU and my chief form of transportation is my bicycle. I want to bring up a safety concern. I know an 80 year-old man who used to regularly walk up and down Stadium Hill, but he doesn't anymore because of dangerous cyclists. Circumstances include a woman being hit in the back by a bicycle, a dog's ear was almost clipped, and generally cyclists are going at exceptionally fast speeds.

Rick Price –

Stadium Hill is County domain so we cannot advise City Council on this. You can write a note to Tom Donnelly, County Commissioner.

Approval of Minutes:

Rick Price –

Please add page numbers. (page numbers added)

Motion to approve by Kathryn Grimes, Sylvia Cranmer seconded. Minutes approved unanimously.

Rick Price –

How will we receive the answers to the follow-up questions?

Kathleen Bracke –

I was planning to do that during staff reports in order to keep it simple. We don't want to cause any confusion about what actually happened during the meeting by adding that information to the minutes.

Rick Price –

What do people want to do? The consensus was that BAC members would like to see answers to follow-up questions appended to the draft minutes as an addendum.

Action Items:

- I. *Downtown Parking Plan Update/Bike Park Element*

Timothy Wilder –

I was here a few months ago with Matt Wempe, former Transportation Planner. As I said before, it is a good thing that there is congestion for parking in our downtown.

BAC – should the PowerPoint be appended to the minutes? (Rick) (See attached copy of power point presentation)

REFER TO POWERPOINT

Dan Gould –

We are positioned well to balance bike parking with car parking. We have already built parking infrastructure so that we have flexibility – for example, we could convert car parking in garages to covered bike parking if there is demand for it.

Josh Kerson –

When we moved here, we noticed the New Belgium sponsored on-street parking. I love that part of our downtown; it shows that bike parking is a priority in this city. I wonder if they are in jeopardy. I would suggest that they remain and be built upon.

David Kemp –

It is important to understand how those came about. We had a public/private funding opportunity for the on-street racks. Then we created a policy to determine when and where we will implement on-street bike racks in the future. There are a lot of criteria – patio furniture, bike traffic, etc. Future on-street bike parking will use city funds unless they are unavailable. In that case, we will seek out a private partnership that will be advertised discretely.

Rick Price –

Have you considered having a bike stand outside of every business? There are a lot of new wrought iron patio fences that are, in my opinion, bike racks. I think we should require businesses to not only allow, but encourage their use as bike racks.

Kathleen Bracke –

Staff is reviewing new policies for bicycle parking for new development and if there are opportunities to provide infrastructure that can be dual purpose – like a fence railing being designed to also serve as bike parking that would be great.

Rick Price –

Can you require that a fence in the public right-of-way incorporates bike parking?

Dan Gould –

Coopersmith's has grain bin parking. That should count. When bikes are tied to trees, there can be damage. We talked about providing a fence around trees as multi-use protection for trees and to create bike parking.

Josh Kerson –

Is there another bike rental program that might hit the streets?

David Kemp –

There are no plans for that at this time.

Rick Price –
Tim, what other comments do you need from us?

Timothy Wilder –
Anything else. I don't need recommendations, just your thoughts.

Glen Colton –
We need to keep our downtown healthy. Is the free parking causing other parts of town to have less dining and business opportunities?

Timothy Wilder –
You are getting into the parking fee issue, which is very contentious. We can manage parking by using time or money. Fee options will be discussed because it is an important way to manage parking. Low demand areas can be priced differently. As far as affecting business in the north versus south sides of Fort Collins, I'm not sure it plays into that. We are not at max capacity for parking in downtown yet.

Kathryn Grimes –
I'm against paid parking. I think it's inconvenient and the pay stations are a visual nightmare.

Timothy Wilder –
New technology is more flexible now than it ever was. Pay stations don't need to be visually obtrusive. We need to look at all of the pros and cons of paid parking.

Mackenzie Mushel –
As far as paying for parking, I think it should be on the table. You can purchase more time to stay in downtown and certain times can be free. We are lucky to not have paid parking, but it is a luxury and it can't remain that way as we grow.

Rick Price –
I'd like to see a coffee shop and a bar at the top of each parking structure. There should be free parking in the structures and paid parking on downtown streets.

II. High School Safety Concerns

Lori Brunswick, parent of Rocky Mountain High School student, raised concerns she wants us to address.

Rick Price –
What role should school resource officers (SROs) play in helping young cyclists and motorists learn the safest ways to get to school?

Michael Trombley –
High school students are the least critical age group.

Sylvia Cranmer –
I disagree. They are the most critical age group.

Michael Trombley –
To clarify, high school students are the most difficult to reach through education; it's easier to reach younger students. One SRO just acquired bike team equipment in order to advance our visibility out in the community.

On September 23 there was a crash at Rocky Mountain High School. A 16-year-old driver was driving eastbound; a 14 year-old was crossing in the crosswalk, toward school. The driver's speed was either 15mph or 25-30mph, depending on the source. The driver navigated around a turning car and hit the pedestrian in the crosswalk. She rolled onto the hood and was knocked unconscious.

Rocky is one of the highest enforced school zones in the city. Our traffic units have been there consistently – they are visible and educating students. Now they are working to relocate the cross-walk to the east side to avoid pedestrians walking through the parking lot. They have collected information from concerned parents and safety staff. Our school resource officers are concerned with modified traffic flow.

Lori Brunswick–
I've been driving my son to school for two years. I was surprised to see that it is so chaotic and confusing at the high school. It doesn't seem like there are rules, and very few students are crossing where they are supposed to. I've come very close to hitting pedestrians even though I am careful; even adults don't drive well. I see a lot of dumb actions. I feel so badly for that boy who hit the pedestrian and for the girl who got hit. He doesn't have a safe way to drive to school. We didn't have so many of these safety infrastructures when I was young, and even with these new infrastructures, we don't have a safe way for students to get to school. I have never encountered that kind of chaotic pedestrian/car situation. It's easy to get hit. We need to do better.

Sylvia Cranmer –
It sounds like there are a lot of people using the South entrance. Why aren't people using the West entrance from Shields?

Kathryn Grimes –
Is it possible to have a crossing guard there for 45 minutes in the morning?

Michael Trombley –
The City funds the crossing guard program, but PSD manages the program. Realistically, an officer can't be out there because we only have seven officers on duty at that time in the whole city.

Josh Kerson –

Is it possible that there was an unlawful courtesy given that caused the accident at Rocky? I think we could use the scramble crossing to allow pedestrians to cross while cars are stopped.

Michael Trombley –

It wasn't a case of unlawful courtesy. It was probably a combination of the pedestrian being motioned across the cross walk by a driver, sun in the other driver's eyes, etc.

Sylvia Cranmer –

I've seen a scramble crossing on Drake and Dunbar when church gets out. I like the idea of using these at schools.

Rick Price –

If the students are being dropped off on Swallow because of unforeseen traffic, then do we need to take a step back and manage the larger picture traffic flow?

Kathleen Bracke –

Traffic Operations is working with Police Services and PSD to improve the traffic flow and crosswalk on Swallow.

Rick Price –

When can we get a report on the reaction to this crash? When will it be finished?

Kathleen Bracke –

That was the report from Traffic Operations. I can follow-up with Traffic Operations to determine when the changes will be complete.

Regarding scramble crossings are typically done on one-way streets. Denver is removing their scramble crossings, so we can learn from them that every situation requires a different solution. School zones are always busy and we have an opportunity to talk about personal responsibility and how to navigate safely.

Lori Brunswick–

I was behind the boy that hit the pedestrian. The traffic was going so slow, I don't think he possibly could have been going 25mph. There is too much congestion to go faster than that in that area. If that would have been my son, he would have been devastated. I am as concerned for him as I am for the girl who was hit.

III. Economic Impact of Cycling Study

David Kemp – The Economic Impact of Cycling grant has been submitted by the City and CSU to the Bikes Belong organization. This is the beginning of a collaborative relationship with the University.

(See attached copy of grant application)

Any questions? None

IV. Safe Routes to School – 2012-13 Scope – BAC Input Session

Kathleen Bracke –

There is a lot going on with SRTS. Kim Sharpe and I are trying to keep the ship running since Matt Wempe left last month. We have a new position that is open now for a part-time SRTS coordinator. We are implementing the train-the-trainers sessions to sustain the program and to continue the programming for students. Funding is based on the school-year calendar, not the 12-month calendar. We have specific numbers of targets to reach. We are embarking on 2011-12 school year. CDOT is also seeking grant applications for the 2012-13 school year and those are due in December. We are focused on all of the schools in Fort Collins boundary, including the Thompson district and private schools. There are four schools we haven't worked with much before, so we have called them out as a priority for this year. Also, we want to have multiple contacts with each student to keep the education going.

If you have thoughts about programmatic things, we are happy to hear them. We also have a SRTS infrastructure grant from CDOT to improve bike parking improvements at ten school locations. I am open to ideas about future programming and infrastructure grants. CDOT has a \$250,000 limit for infrastructure grants; many of our sidewalk needs will cost more than that. Perhaps we can leverage or supplement funds to make some of these things happen.

Kim Sharpe –

Loveland used their fund to improve sidewalks, so we can determine how they got the funds.

Rick Price –

As for the infrastructure, I think the City should take the lead. As for education, I think it should be a joint effort with PSD in an effort to get buy-in for education and programming. If we are going to reach 11,000 students this year, we need PSD support. The grant should be written by PSD. They are in an excellent position to implement bike safety from the CDOT curriculum.

Kathleen Bracke –

I want to clarify that we already partner with PSD on the grant.

David Kemp –

Is there an issue with how it is being handled?

Rick Price –

Boulder has a great example of how the school system supports bike education.

David Kemp –

Every city does it differently; do you see any issue with how it is being done in Fort Collins right now?

Rick Price –

Yes. In order for PSD to have buy-in, they need to own it.

Kathleen Bracke –

If you have ideas about a hole in the plan or anything else you would like to see incorporated, we'd be happy to hear that. We work well with the district and we have for years and we appreciate that partnership.

Kathryn Grimes –

When is the programming implemented?

Kathleen Bracke –

It varies, for example sometimes it is during PE period, other times it is outside of school hours such as with boys and girls club, scouts, etc. There are a variety of during, before, and after school events and programs.

Rick Price –

The first year, Bicycle Colorado was hired to educate at three or four schools. They hosted programs in and out of the classrooms. This year the Bike Co-op is continuing to train the trainers.

Rick Price –

The curriculum that CDOT is preparing includes examples for programs across the board – for English teachers, PE teachers, etc. This will be released in the next six months. That is why it is important to get PSD involved.

Michael Lynn –

There is so much information and there are so many different stakeholders. How do we incorporate bike education into an already long day? We need to look at those things we are strong at and then make recommendations. I have three pages of notes and I need to sift through it before I make a recommendation. I don't have the same knowledge base that others do.

Kim Sharpe –

As the interim SRTS coordinator, I can see that the relationship between PSD and the City is strong. There has been lots of discussion about this at BPEC and many of those members are willing to work on these programs.

Rick Price –

There is too much going on in classrooms, so it is easy for staff to resist a new program. Fortunately, we convinced teachers to give it a try and we got 337 kids on a 6.5 mile ride.

Can we see a draft of the proposal by the next meeting? And can the PSD grant writer be involved?

Staff Reports

David Kemp –

The Bike Co-op and Tim Anderson encouraged and organized a trip to the Boulder Bike Park. Ben Manvel, Transportation Planners, and local bike advocates attended. Also, Mark Grant with Channel 14 filmed the entire day. We met with the City of Boulder Parks group; we toured the park, and inspired and educated the group about the successes so far with the bike park. It is all off-road, no paved resources, but it is a place to start. It is a network of trails with different levels of difficulty. Also, our Parks staff was able to meet with theirs and discuss solutions for where to direct cyclo-cross riders.

Kathryn Grimes –

How do they maintain it?

Kathleen Bracke –

It is a very elaborate layout, much like a ski resort. Their maintenance funds come from their general funds. Currently, their budget is about \$150,000 annually. Although they have only been open for about 120 days, so they are still determining all of their fees.

Tim Anderson –

Boulder talked about how it is important to have the course built on a mountain because they had to move so much earth to create this trail system. We would not need as much dirt track because we have Lory State Park and other trail resources. And we would like our park to incorporate paved resources.

Sylvia Cranmer –

Do they have a bike safety town in this park as well?

Kathleen Bracke –

They don't, but if this is something that the Fort Collins community is interested in, it could be incorporated. We also learned about the importance of being proactive about access to the location, including access from bike trails and via public transport.

Regarding the recent new information released by the Census, it shows a decrease in bicycling in Fort Collins. Staff from Advance Planning (Ken Waido) has reviewed the new census data and said the sample size is too small to be valid. He and the census staff recommended that rather than rely on annual data, we should look at a

rolling 5-year average. It seems to be a more reasonable way to look at this. 2005-2009 would be the first 5-year look and that would put us at 7% of mode split for bicycling (rather than the previously reported 9.9%) We also look at NFRMPO for local data. They report 13% from the recent Household Survey of Fort Collins residents. We try to triangulate data. We'll keep looking at rolling 5-year averages as well as these other regional and local data sources.

Rick Price –

Do you expect long-range data soon?

David Kemp and Kathleen Bracke–

Yes, but not sure when.

Bruce Henderson –

Is there a plan to put together a report that combines all of the data?

Kathleen Bracke –

Yes.

David Kemp –

The Coloradoan also wants to know what the data says. And, to clarify, this only includes Bike to Work trips.

Rick Price –

This should give us pause to think we should develop our own metrics.

Kathleen Bracke –

Annual Citizen Survey results were also considered. We need to rely on a variety of data sources versus one.

Sylvia Cranmer –

It is critical to use the same tool as other communities if you want to make valid comparisons.

Michael Lynn –

It's just the newspaper. It hurts, but that's all.

Katherine Grimes –

What is the status of the overpass by Whole Foods?

Kathleen Bracke –

It's part of the Mason Corridor/MAX Bus Rapid Transit project. Our understanding is that all components will be finished by April 2014. For more details and schedule updates, please see project website: <http://www.fcgov.com/mason/>

Kathleen - Follow up issues from last meeting's minutes will be emailed out in interest of time along with meeting notes.

David Kemp –

As far as outreach to motorists, October is Traffic Safety Awareness Month. There is information on the City's website about serious crashes and why they happen.

Kathleen –

We will invite Joe Olson from Traffic Operations to present the Traffic Safety presentation to the BAC at your next meeting.

Also, this Wednesday is the SMART Fair at CSU. Many alternate modes of transportation entities will be represented there.

Board Reports

Dan Gould-

There's a regional process going on right now aimed at affecting the growth pattern of Northern Colorado. We can expect a doubling of the population in next 40 years. We are trying to learn common values of our community that could be used for land-use planning. The first step in the process is a survey. We want public input. The survey is due this Friday, October 14.

Adjourn

Meeting adjourned at 8:36PM.

Attachments: Parking Presentation & Economic Impact of Cycling Study



parking presentation 100711_2up.pdf



Shields Bikes Belong Application.pdf