

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

**February 13, 2012  
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: Molly North	970-224-6112

**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  
**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:** Joe Piesman  
**Parks and Recreation Board:** Bruce Henderson  
**Transportation Board:** Shane Miller

**AT LARGE PRESENT**

**At Large:** Dan Gould

**ABSENT**

**At Large:** TBD

**At Large:** TBD

**Colorado State University:** Joy Childress  
**Poudre School District:** MacKenzie Mushel  
**Senior Advisory Board:** TBD  
**UniverCity Connections:** TBD

**City of Fort Collins:**

Kathleen Bracke, Director of Transportation Planning  
Molly North, Assistant Bicycle Coordinator  
Garry Steen, Transportation Board Chairperson  
Jim Szakmeister, Police Captain  
Timothy Wilder, Senior City Planner

Aaron Iverson, Senior Transportation Planner

**Public:**

Ray Burgener  
Robert Lyle

**Call to order:**

Meeting called to order at 6:01 PM.

**Approval of Minutes:**

Rick Price –

I sent an edit via email to Molly regarding the introduction to my survey.

“Rick Price –

This is my personal attempt to get Fort Collins to a platinum level Bicycle Friendly Community. There are a lot of educational resources here. And I have posted the survey here [www.platinumbikeplan.blogspot.com](http://www.platinumbikeplan.blogspot.com). This survey is my attempt to be proactive and get a head start on citizen input for the budgeting cycle for 2013-14. City Council will begin taking public input in March. The budget is finalized in the fall. This survey is a great opportunity for residents to identify priorities.

I'd like to ask the group, 'Would you like to make it an official BAC initiative?' We can review the survey to get a better understanding before you decide. So far, I have received about 300 responses.

**Corrected Language:**

Rick Price –

Rick introduced his blog: [www.platinumbikeplan.blogspot.com](http://www.platinumbikeplan.blogspot.com) where the Bicycle Priorities Survey is posted. He explained that the blog is his personal attempt to get Fort Collins to a platinum level Bicycle Friendly Community.

There are a lot of educational resources here. And I have posted the survey which is my attempt to be proactive and get a head start on citizen input for the budgeting cycle for 2013-14. City Council will begin taking public input in March. The budget is finalized in the fall. This survey is a great opportunity for residents to identify priorities.

I'd like to ask the group, 'Would you like to make it an official BAC initiative?' We can review the survey to get a better understanding before you decide. So far, I have received about 300 responses.”

***Motion to approve by Kathryn Grimes, seconded by Michael Lynn. Minutes approved unanimously.***

**Action Items:**

*I. Consider group process for determining agenda items*

Email sent by Rick Price on 2/6:

“I’m borrowing this procedure from the Economic Advisory Commission where every agenda includes the following items (example from our upcoming February 15 meeting):

- 4. 11:15-11:30 Follow-up discussion regarding previous meetings
  - Bike Program Survey – Results
  - PDOD – Motion for Endorsement?
- 5. 11:30-11:40 Member Updates/Future Agenda Items Discussion
  - 6 month planning calendar

Number 4 is essentially “old business” and allows us to wrap up anything from previous meetings, including having staff answer questions that may have been raised or have board members report on “old business” that was left pending.

Number 5 introduces “new business” and allows the entire commission to discuss what we might want to consider in a future meeting. It is also an opportunity to prioritize agenda items and for EAC members to participate in that prioritization process.

I would like to propose that BAC adopt this procedure for the following reasons:

- 1) It makes our process more “proactive” in keeping with our work plan goal to be more proactive;
- 2) It engages BAC members more in the process of setting the agenda (compared to the present process in which staff proposes agenda items, the BAC chair responds to that proposal, and the agenda is set);
- 3) It invites BAC members to bring forward agenda items that staff or the BAC chair may not even consider important to BAC (My example here is the time I took the Bike Plan to the Economic Advisory Commission in 2008, suggesting that they review it; the EAC staff liaison and the EAC chair had determined that it wasn’t of “economic significance.” When I protested the EAC agreed to hear the item. Since then bicycling and bicycle policies are considered a very important part of economic health in the community.) Because we have representation from several other boards and commissions on the BAC and from many community groups I believe this will be a positive move for the BAC.

So I will propose a motion something as follows for your consideration:

“That the BAC adopt the process utilized by the Economic Advisory Commission and described above in prioritizing agenda items for future meetings. This allows for

the BAC to set agenda items as a group rather than relying solely on our staff liaison and the Chair of the BAC.”

Thanks for giving this proposal consideration.”

Rick Price –

I would like to adopt the group process that the Economic Advisory Board uses. After the approval of the minutes, we wrap up questions from previous meetings and discuss future agenda items that people would like to see. We rely on staff to inform us about what is coming up on the City Council calendar. This process allows us an opportunity to shape the agendas.

Kathleen Bracke –

We already have number eight on our BAC agenda as a place holder to have that conversation.

Kathryn Grimes –

Will Kathleen still be able to add and edit agenda items if needed?

Rick Price –

Yes, this will not limit staff input.

Joe Piesman –

I like the idea of having the agenda conversation at the end in case the conversation stimulates needs for the next meeting.

Rick Price –

Even if we have the conversation at the beginning of the meeting, as our meetings progress, anyone can add anything to the proposed agenda items. I would propose that someone move “That the BAC adopt the process utilized by the Economic Advisory Commission and described above in prioritizing agenda items for future meetings. This allows for the BAC to set agenda items as a group rather than relying solely on our staff liaison and the Chair of the BAC.”

Joe Piesman moves “That the BAC adopt the process utilized by the Economic Advisory Commission and described above in prioritizing agenda items for future meetings. This allows for the BAC to set agenda items as a group rather than relying solely on our staff liaison and the Chair of the BAC.” Seconded by Kathryn Grimes. Motion approved unanimously.

**Discussion Items:**

- I. *Jefferson Street Project*

Kathleen Bracke –

I appreciate the opportunity to come back to the BAC. We were here a few months ago. Now we are giving this presentation throughout the community, looking for

feedback on the project, specifically regarding the intersection at Jefferson and Mountain. It is a unique project we have worked on for many years, even decades. It is complicated because we manage partnerships between several stakeholders. We are searching for a better solution on Jefferson, from College to Mountain. We are looking for a solution that will knit the area together; Jefferson is a barrier right now. We are determining the purpose – it is a downtown corridor, truck route, and entry to an emerging river district.

See PowerPoint

City Council adopted a resolution that we must look at signalized actuation and roundabouts at all intersection improvements.

Dan Gould –

Do those medians act as pedestrian refuges?

Kathleen Bracke –

Yes. This is a place where pedestrians can take refuge. Mountain and College is a wide street, but the islands act to make it welcoming and less intimidating. The medians will be 6 feet wide so a bike can fit comfortably and they can be landscaped.

See the handout for more information about alternatives. Also, see the website:

<http://www.fcgov.com/riverdistrict/jefferson.php>

The staff recommendation is the roundabout; it works well for traffic flow and it is a great way to keep Fort Collins innovative.

Please encourage your committees to attend the open house on Thursday.

Rick Price –

When you were considering the width of the lanes, did you consider whether an experienced cyclist would share the lane?

Kathleen Bracke –

That is good input. We will consider more than or less than 14 feet as an indicator of whether cyclists would share the lane.

Kim Sharpe –

Once you determine the lane widths, can you add shared lane markings?

Rick Price –

I think that is a great idea.

Tim Anderson –

Show of hands, who avoids Jefferson on bike? (majority) And is there any issue finding an alternative route? If not, maybe we can use signage to indicate to cyclists where they can ride.

Kathleen Bracke –  
That's a good idea.

Rick Price –  
The critical issue is whether we want to encourage riding on Jefferson with shared lane markings or discourage it with re-routing.

Dan Gould –  
I don't think this is a good place to use shared lane markings.

Kathleen Bracke –  
Just to clarify, shared lane markings are not meant to be an encouragement tool.

Josh Kerson –  
I think the medians are a good idea. It makes crossing Jefferson toward New Belgium safer. At first I wanted the option with bike lanes, now I like this option.

Shane Miller –  
I'm distressed at this option. There is no median at Jefferson and Linden, so it isn't a safe refuge for pedestrians. It proliferates the status quo on automobiles while there is another option that is more bike friendly. I would like to see the data that shows a median provides more safety than bike lanes. I don't think it is safer even if it is more attractive.

Rick Price –  
Do you want bicyclists here or not? If not, make them 13' wide, no more.  
Experienced cyclists won't share those lanes.

Kathy Cardona –  
Are the sidewalks on Jefferson dismount zones?

Kathleen Bracke –  
That is another good question. The dismount zone is on the old town side of the street, but not the River District side. We'd like to widen the sidewalks on the River District side to have off-street options for bikes. On North College, we have wider sidewalks with space for cyclists and pedestrians. Those facilities could be developed in the future. This project is about trade offs. We are trying to change the character of Jefferson. I hear what this group is saying about there not being specific bike facilities, but we are looking for options for safe cycling.

Kathryn Grimes –  
Did you consider doing an overpass or underpass at Mountain and Jefferson?

Kathleen Bracke –

They are hard to do in an urban setting because the ramps are long; people will walk up to roadways. It works well for rivers and railroads.

Sylvia Cranmer –

Whether or not we are encouraging or discouraging cyclists, we must provide a safe route. We need signage that indicates this as well as designating it a certain way on the bike map. I feel strongly that we should do a field trip because I think it's important for us to feel that facility.

Joe Piesman –

When I come out of the roundabout, how do I travel southbound?

Kathleen Bracke –

You must go to Matthews. Peterson will only be available for right turns in and right turns out. This is an improvement requested by the Fire Station 1 for emergency access. If you are not comfortable riding the roundabout, you can navigate it as a pedestrian.

Rick Price –

I'm interested what the DDA thinks.

Kathy Cardona –

We love it! We love it. Unanimously.

Rick Price –

Cyclists can be taught to navigate a roundabout. Others can use it as a pedestrian would.

Shane Miller –

Is there any safety data about roundabouts for cyclists?

Kathleen Bracke –

Data shows that roundabouts set up vehicles for slower crashes. Also, users can't run a traffic light and have broadside accident; side angle crashes are less severe.

Tim Anderson –

Will this be the highest traffic roundabout in Fort Collins?

Kathleen Bracke –

Good question. I will check traffic volume data at Horsetooth and Zeigler.

Tim Anderson –

I have ridden through the Jefferson and Mountain intersection hundreds to thousands of times. It will change that intersection for people who ride there.

Kathleen Bracke –

Compared to College, there is half as much traffic on Jefferson and thousands of people cross College every day. There is a perceived safety for pedestrians on College because of the streetscape.

Josh Kerson –

I am concerned about the train coming through. How will this work?

Kathleen Bracke –

That is the number one question we hear. First, we have to consider how to clear traffic off Lincoln so the railroad arms can come down. Right now that is done with the traffic signal. There could be a gate that closes at Lincoln. No doubt, there will be an impact on traffic flow, but traffic won't be stuck.

Rick Price –

Any more thoughts?

Kathleen, did you get what you needed?

Kathleen Bracke –

This was great input. You can find more information on our website.

Rick Price –

If you feel strongly about this, please come to the public open house on Thursday.

## II. *Parking Plan*

Timothy Wilder –

Did everyone get a copy of the policies and overview documents?

We started this project in May with our first round of public input. This is a multi-modal effort – we are considering car and bicycle parking. Issues include bicycle rack design and location. Matt Wempe did counts of bicycle parking this summer.

In November we hosted our second round of outreach. We went to City Council and they said we're headed in the right direction. We're here today with an overview: a background to the parking plan, a map of vehicular occupancy, list of key issues from stakeholders, and proposed ideas. Number six will be of the most interest to this group. Holistically, we are looking at end-of-trip demand, including bicycle parking, low emission vehicles, and parking. Also, number one talks about our holistic approach to the project. Our first choice is reducing demand, not building a new parking structure.

In reference to the policy document, staff has come up with this list, but we are looking for feedback. It is a high level look at bike parking in downtown. Maybe we



can get a brainstorm going for action items to implement these ideas. We want to have specific ideas about how to complete these action items.

Join open house on Thursday: 7-9am at Opera Galleria and 4-7pm at Aztlan Community Center. Then we go back to City Council on February 28.

Josh Kerson –

I wanted to check again. Are the on-street bike parking racks in jeopardy?

Timothy Wilder –

There is no plan to remove them. There is a policy that refers to those specifically. The third bullet refers to that.

Kathleen Bracke –

We developed a policy to deal with the installation and sponsorship for on-street bike racks.

Josh Kerson –

I think that is one of the most important programs; they are very well used and there might be need for one in front of Matter Bookstore. I'm glad they will remain.

Rick Price –

Surely there has been a study on the psychology of motorist parking. It would be interesting to do the same psychological study for bicyclists. Maybe we need more of those on-street racks – not a downtown bike depot. Cyclists won't use it.

Joe Piesman –

Will people want to use a rack at a bus station and come downtown for a drink?

Kathleen Bracke –

It is important to look at the different kinds of trips; we have to consider an eight-hour parking spot for employees versus a quick parking spot for a trip downtown for drinks.

Timothy Wilder –

This is giving us a way to look at long-term parking for people who are coming downtown on the MAX.

Rick Price –

You should work with Police Services to determine where the bike thefts are happening. Then provide secure bike parking in those areas.

Kathleen Bracke –

On a related note, Aaron is working on parking code to dictate bike parking requirements for new development.

Dan Gould –

I think it is important to keep bikes dry as well as safe. It would be nice to have an option that is more flexible than the boxes in the parking garages.

Josh Kerson –

One of the reasons people want to park in front of their destination is to keep an eye on their investment. That is another value when you have racks right on the street in front of hot spots.

Rick Price –

Secure bike parking to me means fenced and video taped.  
Did you get what you needed?

Timothy Wilder –

That was good input. We want to get more specific, so keep your ideas coming.

### III. *Community campaign to reduce bike thefts*

Jim Szakmeister –

Thank you for being here. I have sat on a volunteer committees and I appreciate your commitment.

There was an article in the paper a few weeks ago, discussing the bike thefts in our community. We are not usually successful at apprehending scofflaw bike thieves because many bike owners do not register their serial numbers. We can only hold those people accountable when the serial numbers are registered. I started talking with Rick a few weeks back and then with Molly this week. We want to determine the best way to help return stolen bikes.

I had a hot spot map made with all of our thefts illustrated. The highest concentration of thefts is in downtown. They are very localized. A Neighborhood Enforcement Team (NET) is forming in the spring; I'll ask for one of their project teams to focus on bike thefts.

I also found a 'bug your bike' program. They put a GPS device in their seat tube. This would allow us to track the bike and find thief.

How do we encourage bike registration in Fort Collins and partner with CSU?

Rick Price –

Josh represents the bicycle retailers in town.

Josh Kerson –

We have a group called the Fort Collins Bicycle Retailers Alliance (FCBRA). I would be happy to introduce the idea of bike registration at bike shops. Right now it is the customer's responsibility to register.

Rick Price –

Friday afternoon at the Co-op we offered a free service to register everyone's bike for them. They got a receipt. Slow times may be easier than busy times. I don't know if bike shops will be interested, but maybe a competition would help.

Sylvia Cranmer –

I have a question on the map. This doesn't integrate CSU thefts, does it?

Also, the CSU registration is \$10, and I think it should be free.

Molly North –

Those fees help pay for bike infrastructure, so they can't go away. And if you ride your bike on campus you are required to register it. We will have a more comprehensive map of bike thefts after collaboration between FC Bikes, City PD and CSU PD.

Tim Anderson –

Could this be done as a petition program where volunteers stand in front of high traffic areas and register bikes for people? The dollar value will be best dealt with at new bike shops. The Bike Co-op does record all serial numbers, but not for as-is bikes. I think the most common item stolen off bikes is saddles and seat posts. Perhaps there is a different standard for the placement of the tracking devices.

Rick Price –

Our database guy would be happy to meet with you. Once we have volumes of registrations, we can work together to make sure we've got all of the information.

Bruce Henderson –

This registration effort should get involved with large businesses and Bike to Work Day events.

Joe Piesman –

We can send out the website via Utility mailers and the newspaper.

Dan Gould –

Can we use a sting operation to catch these thieves?

Jim Piesman –

Molly knows more about that.

Molly North –

CSU PD has purchased a bait bike. They will put the bike in a public place and videotape to see if anyone steals it. It is a complicated operation. The Fort Collins PD has expressed interest in observing their operation and potentially collaborating or purchasing their own in the future.

Sylvia Cranmer –

The CSU PD has already had an operation. I don't know what the result was. Also, thieves are not stealing bikes in any specific price range, as far as CSU PD can tell.

Rick Price –

Thank you for starting this conversation.

Jim Szakmeister –

This is valuable information. There is minimal accountability right now, and it's not acceptable. I will get more officers involved and they will come back to you for more input.

#### IV. *Bicycle Program Priorities Survey*

Dan Gould –

Engineering was ranked higher than I thought it would be.

Rick Price –

We can do less infrastructure projects than education outreach with the same amount of money. The report I have been working on shows that we need to do both, infrastructure and education.

I was impressed with the overall need for education.

See PowerPoint

Rick Price –

Do you want to talk about this at our next meeting? Do you want to recommend it to City Council?

Dan Gould –

This is a good validation of what BAC has worked on for several years. It looks like the things we have been working on are being supported by our customer base.

Kathryn Grimes –

This gives us a good idea of where people want money spent. It gives us good direction for future bicycle planning.

Shane Miller –

It would be important to bring that back to the BAC so we can explore some of the inconsistencies. Also, we can talk more about the C group so we can help increase our cycling community? Then we can determine what else we want to know in terms of creating policy.

Rick Price –

A comment was made about the validity of this study. This is a huge bucket of public comment – admittedly, these are people who are interested in cycling, but so are people who will attend an open house.

Dan Gould –

How long will the results be available?

Rick Price –

I don't know – if I pay my monthly dues I own the info, I think.

Is the consensus that we would like to bring this to the next meeting?

“Yes.”

### **Staff reports**

Kathleen Bracke –

Bike Library Alternatives Analysis Status Update from Amy Lewin:

- Project **website** is fcgov.com/bikelibrary
- Take the **survey** on the Bike Library now through March 31, 2012 (click the green button on the project website).
- The team has begun collecting data on **existing conditions**, researching bicycle sharing **best practices**, and contacting **stakeholders** for input.
- Upcoming **community outreach**:
  - o **Booth** at the Jefferson Street/Parking Plan Update Open House – Thursday February 16, 2012
  - o **Press releases/Facebook/Twitter** blasts – week of February 20, 2012
  - o **Focus group** with CityWorks alumni – Thursday March 1, 2012

Amy will come back in March with another update.

Molly sent out a Doodle request to determine which date works better for people in March. We are going to reschedule in order to avoid Spring Break. The next meeting will be March 5.

Molly North –

The CSU CBAC has been working on a CSU Bike Map for months. We printed 25,000 this week. You can get them on campus at the Transit Center, Recreation, Police Department, etc.

<http://bicycle.colostate.edu/Data/Sites/7/GalleryImages/csu-bike-map-2012corrected.pdf>

### **Board Reports**

Josh Kerson –

I went to City Council last week and there was good information about Transportation crash data. It was refreshing and alarming to remember that cyclists

are the number one victims of fatal crashes. Primarily because of cyclists riding the wrong direction. I want to understand how we can understand this issue thru enforcement and education. Transportation has another fund with \$600,000; they may hire an officer for car enforcement. My proposal was for City Council to hire bicycle safety officers. Can it be put into the BFO eventually? I'd like to ask the group if we could address this issue in the meeting next month. I would like to bring this to our next meeting.

Molly North –

I know there is a cadre of officers on bikes already. I'd be happy to invite an officer to come talk about the resources that already exist.

Rick Price –

That would be helpful, but what about Josh's concern? Is it appropriate to do a brainstorm?

Kathryn Grimes –

Yes. I would like to explore what we can do with those monies. What is the timeline?

Josh Kerson –

I'd like to explore ways to save lives. I think the answer is getting a stronger effort from enforcement to deter bad habits.

Rick Price –

Is it worth having an officer come in and talk about the BFO process?  
Can we get an update on the budget process at the next meeting?

Kathleen Bracke –

We need to bring in informational resources to inform what currently exists. Let us determine who can be here to have an informed presentation.

Josh Kerson –

The crash data was from 2008-2010.

Kathleen Bracke –

It was the same presentation that Joe Olson gave to the BAC in December.

Shane Miller –

Is it published on the fcgov website?

Josh Kerson –

Yes, it was the same information; it just reminds me what our priorities are.

Molly North –

It's true that the broadside crash is the most common crash in Fort Collins. But the majority of these crashes are the result of a cyclist coming off the sidewalk into a crosswalk. There is no law about riding the wrong way on the sidewalk so enforcement isn't the answer in those cases. For those circumstances, education is the more effective tool. It is important to consider how these crashes happen and how to best deter them.

**Adjourn**

Meeting adjourned at 8:30PM.