

**MEETING MINUTES OF
BICYCLE ADVISORY COMMITTEE**

**October 8, 2012
6:00 p.m.
Conference Room A-B
281 N. College Ave.
Fort Collins, CO 80521**

FOR REFERENCE:

Chair: Sylvia Cranmer
Staff Liaison: Molly North

970-493-5277
970-224-6112

BOARD/CITY ORGANIZATION MEMBERS PRESENT

Bicycle Pedestrian Education Coalition: Kim Sharpe
Bike Fort Collins: Sylvia Cranmer
Colorado State University: Fred Haberecht
Downtown Development Authority: Wynne Odell
Fort Collins Bicycle Co-op: Tim Anderson
Land Conservation & Stewardship Board: Kathryn Grimes
Natural Resources Advisory Board: Joe Piesman
Transportation Board: Shane Miller

AT LARGE PRESENT

Dan Gould
Dee Colombini
Mike Hinterberg

ABSENT

Air Quality Board: Michael Lynn
Economic Advisory Commission: Jim Clark
Fort Collins Bicycle Retailers Alliance: TBD
Parks and Recreation Board: Bruce Henderson
Poudre School District: MacKenzie Mushel
Senior Advisory Board: Ellen Lirley
UniverCity Connections: TBD

CITY OF FORT COLLINS PRESENT

Molly North, Interim Bicycle Coordinator
Clark Mapes, Planner
Claire Thomas, Marketing Specialist
Ward Stanford, Transportation

CITIZENS PRESENT

Martin Shields, Colorado State University
Jake Salcone, Colorado State University
Garry Steen, Transportation Board Chairperson
Kate Jeracki, Note Taker

CALL TO ORDER

The meeting was called to order at 6:05 p.m. with a quorum present by Chair Sylvia Cranmer.

AGENDA REVIEW

No changes.

The committee welcomed new at large members Dee Colombini and Mike Hinterberg, and Fred Haberecht who will be representing Colorado State University. He announced Joy Childress had her baby three weeks ago. Sylvia Cranmer also announced that Jim Clark of the Convention and Visitors Bureau will be representing the Economic Advisory Committee at future meetings.

Gary Steen thanked everyone for their contribution, as the BAC advises the Transportation Board.

PUBLIC COMMENT

No public comment

APPROVAL OF MINUTES

Fred Haberecht moved to approve the minutes from July 9, 2012, as presented. Joe Piesman seconded. The motion passed unanimously.

Dan Gould asked that the Aug. 13 minutes be amended. Under Board Member Reports/Comments, it should read:

Dan Gould referred back to Bob Flynn's comments on the Troutman underpass and asked if there has been any analysis of whether the four-lane portion east up to JFK Parkway is properly configured for bicycle traffic. Increased bike traffic on Troutman Parkway will occur after completion of the underpass. There are no bike lanes on West Troutman or East Troutman up to JFK. This leads to awkward interactions crossing College Avenue. On-street bike lanes need to be considered on Troutman. Does Troutman really need to be four lanes from Mason to JFK?

Kathryn Grimes moved to amend the minutes from the Aug. 13, 2012, meeting and accept the minutes as amended. Dan Gould seconded. The motion passed unanimously.

ACTION ITEMS

None.

DISCUSSION ITEMS

1. Economic Impact of Cycling, Jake Salcone

Martin Shields, professor of economics at Colorado State University, introduced graduate student Jake Salcone, who presented the findings of a study looking at whether bike-friendly communities attracted creative workers. Do bike-friendly policies cause economic development?

After explaining the methodology, Salcone said that while the study found a high correlation between the percentage of the population holding college degrees – which was used as an indicator of what Richard Florida called “The Creative Class” — and silver, gold and platinum rankings of bike friendliness by the League of American Bicyclists, it did not find conclusive evidence that bike-friendliness attracted educated workers, although cities with a higher percentage of educated workers showed faster growth between 2000 and 2010. Salcone said a breakdown of degree holders by age range will be available in the 2020 Census data, which will help separate young professionals from retired Baby Boomers who may be attracted to a city for different reasons. While a higher percentage of females commuted to work by bicycle in the bike-friendly cities, the question remains: Which segments of the bike community are supporting the economy?

2. Wayfinding, Clark Mapes

Clark Mapes distributed copies of the Downtown Fort Collins Wayfinding Sign System Schematic Design Manual. The program, which is designed to get visitors off I-25 into Downtown, is moving rapidly into the implementation phase, with final design decisions set to be made later this month.

One objective of the program is to develop a unified look, integrating street signs and traffic signs and directional messages.

While Mapes admitted the program hadn’t considered bicycle traffic, the BAC strongly suggested adding symbols or signage to indicate where secure bike parking is available. Shane Miller asked if it would be expensive to change the signs to add bike-related information in the future. Mapes said the signs are designed to be as flexible as possible to allow for updated information. He added that the program is being funded by the downtown property owners through a 15-year General Improvement District.

Fred Haberecht pointed out that the viewing angles for car drivers and bicycles are different and suggested there might be better locations for signs for cyclists.

Mapes said that at one point the idea was to bring the downtown type of signage onto the bikes trails, but the signs now installed on the Poudre Trail and Spring Creek Trail have gone in another direction.

3. Mason Corridor, Claire Thomas, Ward Stanford

Claire Thomas outlined the project and the construction timeline for the biggest infrastructure project in the history of Fort Collins. Now that the railroad crossings have been completed between Cherry and Laurel streets, prep work will begin from Prospect to Harmony roads. Campus construction will begin while CSU is closed for winter break. Construction of MAX stations north of Laurel will begin in late winter.

Thomas said the stations will all feature secure bike parking. The buses will have on-board space for five bikes and roll-on access. If the bike space on a bus is full, the next bus will be along in 10 minutes. The system is scheduled to be operational by 2014.

MAX will connect with all existing Transfort routes. From the South Transit Center to Horsetooth Road and between Drake Road and University Avenue, the rapid transit buses will run in a dedicated guideway. Elsewhere along the route other traffic – cars, bikes and downtown, trains -- will share Mason Street. Thomas suggested watching the video at www.fcgov.com/mason to see how it will work.

Wynne Odell asked if cars are being discouraged on Mason Street. Thomas said the roadway feels tighter with the curbs on either side of the railroad tracks, and pointed out that Howes Street and College Avenue are alternatives.

Sylvia Cranmer asked how the project will affect the Mason Trail. Thomas said a radar-activated traffic signal will be installed at Prospect and a new 12-foot wide sidewalk east of the bus guideway. There will also be a light installed at Laurel and Mason, but Ward Stanford said the changes to that intersection that won't back up traffic are still being worked out. Dee Colombini said even with a light, the tracks are at an angle, which makes it hard for bicyclists to know how to approach the intersection. Stanford agreed a bike could catch a tire; that's one of the factors being looked at. He suggested contacting him or Joe Olsen in the Transportation department for more information or if anyone has suggestions on dealing with this confusing intersection.

Harmony Road will experience closures in October as a 60-inch stormwater drain is installed; work on the Troutman underpass is wrapping up later this month. McClelland will be closed in 2013 for construction of the Spring Creek overpass.

Ward Stanford said priority signals will be placed on Mason where it crosses arterial streets and coordinated with the signals on College Avenue to minimize delays both ways. They are still working out the details of providing decent parking for businesses along Mason Street while allowing bikes to share the traffic lanes. The railroad has asked that left turns be prohibited. Emergency vehicle access may require removing parking from some parts of Mason.

Sylvia Cranmer pointed out that Dan Gould is the Godfather of the Mason Corridor. Gould explained that in 1993 as part of Challenge Fort Collins, which asked citizens to say what they thought the city would look like in 50 years, he proposed the wild and crazy alternative transportation idea that we should close College Avenue to cars and give it over to pedestrians, bicycles and public transit. He said the reaction was, "We could never do that." Ward Stanford acknowledged the efforts of Kathleen Bracke in fighting for the Mason Corridor.

Thomas said a community workshop on the project will be held next month.

REPORTS

1. Staff Reports

Molly North reported on a grant for FC Bikes awarded through NFRMPO, with a combined total of \$852,000 in federal and local match funds for three years. Four of the five bike-related BFO offers made it into the City Manager's proposed budget, for a total of \$1.6 million if they are all funded.

Video-activated traffic signals will be installed at the end of the month at eight intersections around town, at a cost of \$12,000 per signal. North will send a complete list to committee members by email.

The city will be putting in a bid for the USA Pro Cycling Challenge as soon as the RFP is published, perhaps by the end of the month. It will be a \$500,000 total collaborative bid with Loveland, Estes Park and Windsor; the city's portion will be \$50,000 in cash, \$50,000 in kind. This will be the first regional bid, with the start at The Ranch. A meeting is planned in March.

The Bike Share demos were well-attended last weekend, despite the weather.

Speaking of weather, North reminded everyone that in snowstorms, the city plows the bike paths by 5:30 a.m., before anything else, to keep them becoming snowpacked and icy.

2. Board Member Reports/Comments

Fred Haberecht reported that CSU has taken out part of the drive between Pitkin and the library and added a bike path on both sides of the walking path. It should be open in about a week.

Sylvia Cranmer reported that the Ram Bike Classic attracted 500 riders and 100 volunteers. The Global Sustainability business program's expo was held afterward.

Kim Sharpe reported that the Bike Ambassadors' Open Garage has a successful soft launch. BPEC plans to ramp up its walking side, and will be meeting in October to discuss a strategic plan for working more closely with the city on pedestrian programs. Safe Routes to School is in high gear, with participation by schools in both the city and Larimer County. Six schools in the county have instituted individual programs of bike education and safety.

Kathryn Grimes asked about the safety of chip-seal road surfaces for bicyclists, especially if you fall on it.

Joe Piesman asked if there could be a future agenda item on which intersections see the most car/bike collisions. Molly North said she will bring a list of planned bicycle capital improvements to the next meeting.

Tim Anderson reported that the Bike Coop has been very busy. They have quadrupled capacity and hired a half-time branch manager for the expanded location. He said the renewed UniverCity Connections has a Bike Culture group, which will most likely be divided into specific topics of interest. He will report back next month.

NEW BUSINESS/FUTURE AGENDA ITEMS

Next meeting Nov. 12 at 215 N. Mason St. Community Room, 6 p.m.; may be rescheduled for the Veterans Day holiday.

ADIURN

Meeting was adjourned at 8:15 p.m. on a motion by Kathryn Grimes, seconded by Joe Piesman and passed unanimously.