

**MEETING MINUTES OF
BICYCLE ADVISORY COMMITTEE**

**May 6, 2013
6:00 p.m.
Community Room
215 N. Mason St.
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
Downtown Development Authority:
Fort Collins Bicycle Co-op: Tim Anderson
Fort Collins Bicycle Retailers Alliance: Libby Harrow
Land Conservation & Stewardship Board:
Natural Resources Advisory Board: Joe Piesman
Parks and Recreation Board:
Colorado State University: Joy Childress
Transportation Board: Garry Steen
Air Quality Board: Michael Lynn

AT LARGE PRESENT

Dee Colombini
Michael Hinterberg

ABSENT

At large: Dan Gould
Economic Advisory Commission: Jim Clark
Poudre School District: MacKenzie Mushel
Senior Advisory Board: Ellen Lirley

CITY OF FORT COLLINS PRESENT

Molly North, Interim Bicycle Coordinator
Amy Lewin, Transportation Planner
Aaron Iverson, Senior Transportation Planner
Paul Sizemore, FC Moves Program Manager

CITIZENS PRESENT

Michele Dunlop, Minute Taker
Mike Knowles, Citizen

CALL TO ORDER

The meeting was called to order at 6:02 p.m. with a quorum present by Chair Sylvia Cranmer.

AGENDA REVIEW

No changes.

PUBLIC COMMENT

No public comment.

APPROVAL OF MINUTES

The following changes to the minutes of the meeting of March 11, 2013 were proposed:

- Credit Molly North with inviting members of the Committee to the City of Fort Collins APB webinar.
- Designate Garry Steen as Chair of the Transportation Board, rather than Interim Chair.

The March minutes were approved as amended on a motion from Michael Lynn, seconded by Libby Harrow, with all in favor.

FOLLOW UP FROM PRIOR MEETING/FUTURE BUSINESS

Chair Sylvia Cranmer reintroduced discussion of the Idaho Bike Law, to be addressed later in the meeting. Tim Anderson commented on a bicycle traffic issue going north on College, where the bike lane narrows at a new bridge, and advised members of the Committee to be aware of a potential crisscross.

ACTION ITEMS

None.

DISCUSSION ITEMS

HARMONY CORRIDOR PROJECT

Aaron Iverson, FC Moves Senior Transportation Planner, gave a presentation on the upcoming Harmony Corridor Project, scheduled for City Council review on July 2, 2013. The Harmony Corridor study is a long range alternative analysis that looks at Harmony Road from Interstate 25 (I-25) to Shields Street. Harmony Road is an enhanced travel corridor, with access to commercial and residential development and connections between major destinations. The purpose of the project is to implement multi-modal transportation improvements that enhance mobility and safety along the Harmony Road Corridor. Improvements will support local and regional travel needs, land uses, economic health and environmental stewardship goals. FC Moves has investigated a broad range of ideas to improve Harmony Road not only as a huge commercial corridor, but also as a regional corridor connecting College to the interstate.

Proposed improvements to the Harmony Road Corridor include:

- Widening Harmony Road to six lanes (from Boardwalk to College).
- Intersection improvements at: Boardwalk, Timberline, Ziegler and Lady Moon.
- Enhanced bus service from the Harmony Transit Center to the South Transit Center, with fewer transfers, more frequent service, stops at a minimum of every ½ mile, bus plazas and queue jumps. FC Moves anticipates as many as 1400 riders a day on Harmony with these improvements. Aside from the South Transit Center, FC Moves is not proposing any park-and-rides at this time.
- Buffered bike lanes (a six ft. bike lane with a striped, painted three ft. buffer between traffic) in addition to existing multi-use paths.
- Connecting sidewalks, “pedestrian pork chops” at intersections, median refuges, and expanded over/under passes at key locations. Over time, FC Moves plans to slow traffic and mature the landscape, so Harmony Road is more comfortable for pedestrians. Harmony Road still struggles with the legacy of having been a state highway.

After completing an overview of the Harmony Corridor Project, Aaron Iverson opened the discussion up to questions from the Committee. Mr. Iverson confirmed that closure of Harmony Road would take place at the end of May or early June, but that the City of Fort Collins is still waiting on an exact date from the railroad. As soon as dates are finalized, they will be made available to the public.

MAX

Kurt Ravenschlag, Transfort General Manager, gave a presentation on MAX. MAX is the first Bus Rapid Transit (BRT) service on the Front Range and a spine and hub for future transit service in Fort Collins and the region. BRT combines the efficiencies of rail service with the flexibilities of bus service to add capacity and accessibility to very constrained facilities. With streamlined fare collection and boarding and dedicated guideways, BRT provides rapid transportation down congested corridors. Twenty years from now, when the travel time on College Avenue is diminished, travel time on MAX will still be the same.

MAX features some of the following improvements to transit:

- Passengers prepay for tickets and passes. Conductors will come by periodically to check tickets.
- Dual-loading platform stations are elevated to provide level boarding. When the doors open, every type of user will be able to board quickly. Bicyclists and users with mobility devices or wheelchairs will have the option of boarding without operator assistance.
- Stations also feature bike parking, passenger waiting areas, ticket vending machines, digital signage and audible announcements. Users may also take advantage of a mobile app for passenger information.
- A dedicated guideway begins south of Harmony Road, travels north to Horsetooth Avenue, enters back onto a dedicated roadway through campus, to University Avenue, and finally enters onto the existing Mason Street Corridor.
- Stations are spaced every ½ mile. Users will have the option to park-and-ride at the South Transit Center, Troutman, Horsetooth, Swallow, Drake and the Spring Creek Station. The southern stretch of the corridor features close to 450 parking locations.
- Buses will look more like light rail, and will offer free Wi-Fi to passengers.
- MAX will operate from 5:30 AM – midnight (Monday-Saturday), with a regular fare of \$1.25. At peak frequency (7 a.m. to 7 p.m.), MAX buses will come by every 10 minutes. At off-peak, buses will come every 15 minutes, and from 9 PM to midnight, every 30 minutes.
- MAX offers multiple discounted pass options. Users under the age of 17 will be able to ride for free, thanks to the generosity of the Bohemian Foundation. Full fee paying Colorado State University students also ride free. Users who purchase a fare for MAX will be able to transfer without paying an additional fee.

Construction on MAX is about 45% complete, with three main components: the guideway and stations, the new South Transit Center (with a dedicated park-and-ride lot), and the expansion of the Trilby maintenance facility to accommodate 60-ft vehicles. Construction also includes an underpass at Troutman and an overpass at the Spring Creek Station. MAX is scheduled to come online in May 2014. Although Transfort does not have the additional resources to enhance the transit system outside of MAX, it is planning a realignment of services to provide east-west feeder connectivity into the MAX line (with optimal 30 minute service frequency). MAX is scheduled to come online in May 2014, with the possibility of a three month fare-free incentive period.

Kurt Ravenschlag closed with goals for coping with construction: keep businesses open and accessible, minimize road closures and major travel delays, and keep the public informed via weekly updates. The last major facility closure was on Prospect Road, which re-opened a week ahead of schedule. After the month of June, there will be no more full roadway closures.

Afterwards, Mr. Ravenschlag opened the discussion up to questions from the Committee. Libby Harrow inquired if bike parking would consist of more than a bike rack. Kurt explained that Transfort has a multiple approach to dealing with bike parking. Initially, only bike racks will be available. The South Transit Center features about 44 covered stalls. However, Transfort is looking at adding bike cages in key locations, particularly at transit centers. Colorado State University is also interested in adding a bike cage on campus.

Dee Colombini raised a question about transporting riders from the west side of College Avenue to the east side, with businesses set 80 ft. back from the roadway. Kurt answered that Transfort is actively pursuing a solution with the mall developers for an underpass at College, as well as looking at opportunities to provide transit connections between that station and the mall (with 30 minute service frequency). As redevelopment begins to orient around the MAX line, providing connections between key locations will be a priority.

BICYCLE AND PEDESTRIAN EDUCATION COALITION

Committee Member Kim Sharpe gave a presentation on the Bicycle and Pedestrian Education Coalition (BPEC). BPEC was formed in Fall 2009 to address issues of safety and education in the non-competitive bike community. BPEC works on both a policy and programmatic level to make Fort Collins a model community for walking and biking, to decrease rapidly growing rates of obesity, improve air quality, and leverage economic opportunities for tourism. BPEC publishes columns in the Coloradoan and Loveland Reporter Herald, provides lunch and learn presentations for businesses, church groups, homeowner groups, and senior groups, and hosts a thriving bicycle ambassador program (with over 30 trained bicycle ambassadors). Bicycle ambassadors receive up to 12 hours of training, and are equipped with business cards, bicycle tool bags and traffic law guides. Ambassadors strive to educate the community through classes, patrols and open garages.

Molly North praised Ms. Sharpe for her excellent work with the Bicycle Ambassador Program, recognized nationally as one of the best education programs in the country. More information on BPEC (including a scrolling calendar of events and applications for the bicycle ambassador program) can be found at bpeclarimer.org, with additional support for primary Spanish speakers.

REPORTS

STAFF REPORTS

Molly North provided an update on the Idaho Stop Law (to be renamed Stop As Yield Law). Stop As Yield changes traffic law for cyclists at intersections. If the light is red, cyclists treat it as a stop sign and proceed through when clear. Stop signs are, in turn, treated as yields. At this time, the communities of Breckenridge, Aspen and unincorporated Summit County have all implemented Stop As Yield. At this time, City of Fort Collins staff does not intend to pursue implementation of Stop As Yield without direction from City Council, the Bicycle Advisory Committee or an organized community group. At this time, Ms. North is reaching out to communities that have already adopted the law, watching their crash rates, and staying in touch with them about community reactions.

Sylvia Cranmer confirmed that the law was intended to remove the penalty for rolling through stop signs. Molly North noted that it reduces the stress on enforcement, but cautioned that giving cyclists more latitude could lead to contention from motorists. The committee made a number of additional points, including:

- Rural areas have very different traffic needs than urban areas. Out in the country, many motorists already treat stop signs as yields.
- Implementation of Stop As Yield would be better discussed by the County than by the City.
- Lines of communication and education need to be opened between law enforcement and the bicycle community.

Molly North went on to announce the USA Pro Challenge, coming up on August 24, 2013. At the April 16 session of Council, an intergovernmental agreement was approved between Loveland, Estes Park, Fort Collins and Larimer County to facilitate organization of the event, sign agreements with the organizer, and recruit volunteers. The City of Fort Collins is proud to host the USA Pro Challenge, and will be putting on stunt shows, strider races and other exciting spectator opportunities.

Ms. North reported on Roll Into Spring, which ran between April 23 and April 27, 2013. Roll Into Spring featured 9 events to educate people about the bicycle ambassador program, reach out to businesses and schools, and kick up interest in biking. In addition to Roll Into Spring, Molly was also active at the Bicycle Colorado Gala. In one night, the Gala raised an estimated \$50,000 toward their programming and planners. She concluded her overview of recent events with praise for New Belgium Brewing Co.'s inaugural Bike Summit, which provided people all over the country with an opportunity to gather in Fort Collins, trade ideas and stir up excitement for bikes. New Belgium is a platinum-level bicycle friendly business that engages in bicycle advocacy and fundraising across the country.

Molly North announced that the City of Fort Collins won an EPA grant, and was able to begin the next phase of its technical analysis for the community bike share system. Ms. North was excited to invite the Bicycle Action Committee to a celebration of the Bicycle Friendly Community Award on Monday, May 13 at New Belgium

Brewery. The committee will meet at 5:15 at City Hall, and then ride in small groups through Lee Martinez Park, along the Poudre bike trail, and up to New Belgium. All members of the Committee were encouraged to attend.

Aaron Iverson concluded staff reports by announcing the welcome additions of Tessa Gregor to FC Bikes and Paul Sizemore to FC Moves. Mr. Sizemore shared his enthusiasm for FC Moves. The elevation of FC Moves as a department level group represents a commitment from the City to achieve a balance between modes of transportation.

NEW BUSINESS/FUTURE AGENDA ITEMS

Kim Sharpe recommended bringing Amy Lewin in to give an update on the upcoming bike share. Michael Hinterberg suggested a future discussion of other bike laws throughout the country the City of Fort Collins might be interested in adopting. Molly North noted that Amy will be returning to the BAC in July to present the trail master plan, with an update on trail closures and improvements.

Next meeting: June 10 at 215 N. Mason St., Community Room, 6 p.m.

ADJOURN

Garry Steen motioned to adjourn the meeting at 8:10 p.m. <Samantha?> seconded the motion, which passed unanimously.