

**MEETING MINUTES OF
BICYCLE ADVISORY COMMITTEE**

**June 10, 2013
6:00 pm
Community Room
215 N. Mason St
Fort Collins, CO 80521**

FOR REFERENCE:

Chair: Sylvia Cranmer	970-493-5277
Staff Liaison: Tessa Greegor	970-416-2471

BOARD/CITY ORGANIZATION MEMBERS PRESENT

Bike Fort Collins: Sylvia Cranmer
Downtown Development Authority: Todd Dangerfield
Fort Collins Bicycle Co-op: Tim Anderson
Fort Collins Bicycle Retailers Alliance: Libby Harrow
Land Conservation & Stewardship Board: Kathryn Grimes
Natural Resources Advisory Board: Joe Halseth
Parks and Recreation Board: Ragan Adams
Transportation Board: Garry Steen
Air Quality Board: Michael Lynn

AT LARGE PRESENT

Dee Colombini
Dan Gould
Michael Hinterberg

ABSENT

Bicycle Pedestrian Education Coalition: Kim Sharpe
Colorado State University: Joy Childress
Economic Advisory Commission: Jim Clark
Poudre School District: MacKenzie Mushel
Senior Advisory Board: Ellen Lirley

CITY OF FORT COLLINS PRESENT

Tessa Greegor, Bicycle Program Manager
Paul Sizemore, FC Moves Program Manager
Megan Bolin, Economic Health Analyst

CITIZENS PRESENT

Kellen Wittkop, Minute Taker
<?>, Citizen

CALL TO ORDER

The meeting was called to order at 6:04 pm with a quorum present by Chair Sylvia Cranmer.

AGENDA REVIEW

No changes.

PUBLIC COMMENT

No comment.

APPROVAL OF MINUTES

The May minutes were approved on a motion by Dee Colombini, seconded by Ragan Adams, with all in favor.

FOLLOW UP FROM PRIOR MEETING/FUTURE BUSINESS

Chair Sylvia Cranmer reintroduced discussion of the Idaho bicycle law. She suggested for Committee members to look to find their "favorite" laws to bring back to the Committee at a later meeting. Kathryn Grimes added that she supports the Idaho law. Since Aspen is considering supporting a similar law now, Ms. Grimes posed the question of whether or not Fort Collins should support it. Libby Harrow researched the Idaho law after the meeting and found that it has been there for several decades. Michael Hinterberg stated that he likes the idea but believes it is a complex issue with long discussion so he suggested collecting data and analyzing the difference of the law at the city and state level. Chair Sylvia Cranmer shared her experience with a former police officer who discussed a case where a bicycle appealed a ticket issued for not stopping at a stop light and it was overturned. A possible explanation for the difference between stop signs and stop lights is that some bicycles and motorbikes are not heavy enough to trigger the light. Tessa Greegor offered for staff to do more research on the Idaho law and return to the BAC with their findings. Some questions posed included the ramifications of the law's use, why Aspen and Summit County are considering it, what are the parameters for the law's use, what are the rules, data about how it works, pros and cons with integration into Larimer County, the goals, city basis vs county or state basis, etc. Members did not feel they had enough information at this time to move a recommendation forward to the Transportation Board, so pending the research and staff insights they will readdress the issue at the August meeting. The BAC would like for staff to share the pros and cons from their perspective at the next meeting and the BAC will discuss as a group.

ACTION ITEMS

None.

DISCUSSION/INFORMATIONAL ITEMS

MIDTOWN PLAN

Megan Bolin from the Economic Health Department presented on the Midtown Plan. After gathering feedback in the fall, she has now taken the feedback and put the recommendations into a draft plan. The actual plan area comprised College Ave starting at Prospect and

extending south of Harmony to where the new South Transit Center will be located. The area also incorporates a large portion of Mason St Corridor and retail spots (Foothills Mall, King Soopers, Home Depot). The retail presence in the area has spurred a need to revitalize, and there was a redevelopment study done in 2010 to look at market capacity for corridor. The Transit-Oriented Overlay Zone encourages development that happens in the corridor to have specifications that encourage density, buildings facing to the street, etc. The public financing tool associated with the area is the Urban Renewal Authority (the biggest example is the Foothills Mall). Currently, there are no design specifications for the Midtown Plan.

Timeline:

- July 2012 through fall: outreach
- November 2012: Community workshop (engaging and interacting with citizens to show how they wanted corridor to work, now have draft plan).
 - The Midtown Plan document format is available online.

Vision: Midtown is intended to be a destination, and currently many people just drive through it to get somewhere else. The goal is for Midtown to have its own identity that is distinct and also for it to be urban. However, there is a need density in order to support it (people living in the corridor, encouraging development into this area, taller buildings, etc.). Another vision is for Midtown to be transit and pedestrian oriented. With all of the people walking around this will be different since currently people are used to the auto-oriented nature of the area. However, the City wants to make sure pedestrians and bicycles are given priority.

Achieving the Vision: Midtown will encompass a mix of different uses including housing, office, and retail spaces with distinct character areas. The character areas are very long/narrow and are divided into three separate areas. The identity of each character area will be displayed by the streetscapes in that area. One of the top issues people raised was active parks and open spaces because there are not many open spaces in the area currently. Overall, a key piece of vision is interconnected multi-modal circulation to increase accessibility to the area.

Megan Bolin then described each of the 3 character areas. The first comprises Prospect to north of Swallow. Its theme includes gardens and natural areas. The second area includes north of Swallow to Horsetooth with a theme of arts and entertainment. The final character area is Horsetooth to the Harmony Transit Center which has a theme of technology and innovation as seen by the connection to Front Range Community College, primary access to technology employers, smaller warehouses, and small businesses. Kathryn Grimes asked if some businesses will be asked to relocate. Ms. Bolin stated that the City is not making any recommendations of that nature and midtown in general is very liberal in the sense that spaces can be used for many things. The City is going to encourage housing to support transit.

The Connectivity Map detailing accessibility is available in chapter 3 of the document and details transit and parking. The idea for streets is to have them be multi-modal. The consultants for the Midtown plan did study on what the actual width is from curb to curb and then made recommendations for how to accommodate a bicycle path, medians, etc. All of the resulting cross-sections shown in the document are based on the assumption that curb to curb width will remain same (improvements will have minimal impact). These cross-sections are the ideal and are all possible pending some negotiations with developers. Ms. Bolin described how most bike paths will be on-road, but the recommendation for major easterly streets with

high traffic might be alternate transportation routes such as wide sidewalks. The improvements outlined in the Midtown Plan apply only to the Midtown area, and Paul Sizemore touched on possible expansion. The City is hearing more about N College as a companion component which would focus on intersections, how are the Prospect changes will tie into College improvements, etc. These plans should be in full-swing as the Midtown plans are winding down.

Ms. Bolin then discussed the Pedestrian Promenade which would be for bicycles and pedestrians only. The Pedestrian Promenade would run from the Spring Creek MAX Station to the Horsetooth MAX Station and would be located between MAX and the buildings to give pedestrians and bicycles a place to walk without having to go to College Ave. Developers would be encouraged to construct buildings so they face the Promenade; it would be similar to the 16th St Mall in Denver. Ms. Bolin also noted that the Pedestrian Promenade would only run for this length because further outward growth would become impractical due to issues such as grade and the new Summit housing. The plan also includes bicycle facilities such as frontage roads or detached multiuse paths that are continuously running north to south. Where there are currently frontage roads the plan looks for improvements that can make the road more bike-friendly.

Summary of Recommendations: build Pedestrian Promenade, provide continuous and designated bicycle facilities, improve intersections, improve frontage roads to make more bicycle-friendly, connect to transit, explore feasibility of underpasses/overpasses, and maintain existing standards for bicycle parking.

After completing the overview of the Midtown Plan, Megan Bolin opened the discussion to questions from the Committee. The general timeline of the plan includes short-term action items (1-2 years), medium term, and long term, but the plan does not get into specifics about what improvements needs to happen first because of the redevelopment component. Much of the implementation, especially concerning the Pedestrian Promenade, would follow redevelopment. In regards to Colorado State University collaboration, Megan Bolin noted that CSU owns the land at northern portion and those plans (mainly about parking) have influenced the Midtown plans. For character area #2, they are using the Foothills Mall and Midtown Arts Center as the main anchor for that center. The City will not be recommending more stringent standard for bicycle parking in these plans. Paul Sizemore shared that there are plans for MAX to include bicycle parking at the stations, and Aaron Iverson is working on a study to come up with supplement bicycle parking areas to be built later. MAX station themes are separate from Midtown character area themes. Michael Hinterberg noted the possibility for discussion about prohibiting drive-through retail development in the Midtown area to encourage and support multi-modal transportation.

The Midtown Plan is available online and is accompanied by an online feedback option. It can be accessed at fcgov.com/midtown then move to the Introduction – “Review Draft Plan Here” and the subsequent link to the comment form. The City will be collecting feedback through July 3, 2013. On June 27 at the Youth Activity Center building located in the Foothill Mall from 4:00-6:30p there will be a public open house with stations about different topic areas regarding the Midtown Plan.

SUMMER BIKE WEEK

Tessa Greegor gave an overview of the upcoming Summer Bike Week:

- **Lunch and Learn - June 19 in Washington Park:** an opportunity to provide education to employees, get people excited about bicycle to work day, hear presentations from bicycle ambassador program, free helmet fittings, and free bicycle maintenance. The theme for this year is “Get ready to ride!”
- **Bike to Work Day - June 26 from 6:30-9:30 a:** There will be 37 stations (3 less than last year) and 96 sponsors (14 new).
4:00-6:00 p: afternoon stations - breweries, Mountain Whitewater Descents will have a station which is new this year. Chair Sylvia Cranmer asked how they are going to participate. Tessa Greegor answered that they will providing a new location to go to. Staff is hoping to have map of stations finalized by 6/12 with poster distribution on 6/14. This year there will be a QR code on the posters for automatic digital sign-ins.
- **Downtown Bike Show - June 27 at the parking lot: 401-415 S Mason St.** Prizes awarded will include: Most Classic Cruise, Best Frankenbicycle (build a bike from different “parts”), Sweetest Single Speed/Fixie, Best in Show, and others.
- **Bike 'N Jazz - June 28 from 6-8 pm at Fossil Creek Park:** The concert this year will feature Devin Parker, a Fort Collins native with a wide range of music.
- **Bike to Work Wednesday - Every Wednesday during June 5 - Sept 25:** This event is an employee worksite challenge with over 30 businesses participating. FC Bikes will report standings and prizes will be awarded to highest cumulative effort index and highest mileage. Businesses are categorized based on size.

There will be a calendar in *Ride Magazine* for 2013 bicycle events.

REPORTS

STAFF REPORTS

Tessa Greegor relayed staff updates:

- **Harmony ETC:** to Council in July
- **Remington St Reshaping Project:** funding received to construct green street/bicycle boulevard on Remington. Staff is going to hire someone to do conceptual design and support outreach. Conceptual design and outreach to be done in 2013, Construction in 2014, and in Aug/Sept it will return to the BAC. The boulevard will run from Prospect to Mountain. Ms. Greegor explained that a bicycle boulevard is a residential street that parallels an arterial street and its purposed is to optimize transport for pedestrians and bicycles. They often have "green" features.
- **Bike share:** There is currently a draft memo from EPA, and there will be a Task Force Meeting on June 20 from 3:00-4:30 p. In July the issue will be brought to the BAC. Chair Sylvia Cranmer added that Fort Collins is one of five cities awarded EPA workshop opportunity. Feedback brought up in workshop will move forward to the Task Force. Paul Sizemore sees the Task Force as taking forward next steps that are

laid out by EPA but ultimately city council gets to decide. Todd Dangerfield noted that the DDA has been talking about a new bicycle depot location.

- **Mason Corridor:** FC Move is identifying additional bicycle parking opportunities at MAX stations.
- **Bike Plan:** An update to the 2008 Bike Plan and 2011 Bike Safety education plan will begin in July for Q3 2013 - Q4 2014. In August, the BAC meeting will serve to discuss the role of the BAC in the process.
- **July 8 Agenda Items:** Bike share Task Force Update, Lincoln Corridor, Paved Trail Study, Bike to Work Day Report

Chair Sylvia Cranmer discussed possibly having the Fort Collins Bike Library come in to talk about updates. The Chair suggested having them come to the August meeting along with the DDA.

Kathryn Grimes suggested also adding an overview about improving Fort Collins' status from Platinum to Diamond (Fort Collins is one of four communities with Platinum status). Tessa Greegor explained that Diamond status would be a reflection of the other goals to increase safety and ridership.

Paul Sizemore gave a thank you to the Committee for their support during the time of transition. Tessa Greegor is doing a great job of stepping in to her role.

Kathryn Grimes also added a welcome to Tessa!

BOARD MEMBER REPORTS/COMMENTS

Tessa Greegor gave a brief introduction about herself. She moved from Seattle where she was formerly a planner for Cascade Bicycle Club (a non-profit organization which started in 1970 and now has over 15000 members and 30 staff members). Her role included planning, advocacy, and working with 35 jurisdictions about their plans around the state. Ms. Greegor also ran the state-wide data collection as part of the bicycle and pedestrian transportation project. She attended the University of Washington where she received her Masters in Urban Planning. She is excited for community in Fort Collins and the weather.

Garry Steen made an observation about the lack of taillights, headlights, and helmets he has noticed around the community lately. Chair Sylvia Cranmer mentioned that the City is working to give out lights at events.

Tim Anderson gave updates about the Bike Library. They have set up PR campaign which includes hiring a CSU student to set up outreach, create, new materials, and get the word out. There are no location updates at this point, but they have made a commercial real estate contact who is interested in assisting their relocation.

Joe Halseth shared an update about the West Nile Virus Advisory Panel. It is up and running and they currently dealt with one occurrence in the Fossil Creek area.

Kathryn Grimes discussed how the Land Conservation and Stewardship Board is working on the Shields Revitalization Project and her work with the Transportation Board Tech Advisory to redo bus boards to be ADA compliant.

The Air Quality Advisory Board, as Michael Lynn stated, heard a presentation about the Harmony Corridor. The presentation said it looked great for air quality but high traffic (no idling) is not great for bicyclists. He is also a part of the effort to create more coordination between boards and councils by sending members to other board meetings.

Todd Dangerfield detailed how he attended the Envirovation event and noticed very few bicycle racks at the hotel which is reflective of the lack of accommodations for bikes in certain areas.

Ragan Adams shared that on June 26 the Poudre River Projects Open House will be held at the Lincoln Center from 4:00-7:00 pm.

Chair Sylvia Cranmer mentioned that Bike Fort Collins is in the middle of rebranding.

NEW BUSINESS/FUTURE AGENDA ITEMS

None.

ADJOURN

Kathryn Grimes motioned to adjourn the meeting at 8:10 pm, and Libby Harrow seconded the motion, which passed unanimously.