

**MEETING MINUTES OF
BICYCLE ADVISORY COMMITTEE**

**August 12, 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

Parks and Recreation Board: Ragan Adams
Fort Collins Bicycle Co-op: Tim Anderson
Bicycle Pedestrian Education Coalition: Bevin Barber-Campbell
Bike Fort Collins: Sylvia Cranmer
Downtown Development Authority: Todd Dangerfield
Fort Collins Bicycle Retailers Alliance: Libby Harrow
Transportation Board: Garry Steen

AT LARGE PRESENT

Dan Gould
Michael Hinterberg

ABSENT

Colorado State University: Joy Childress
Economic Advisory Commission: Jim Clark
At Large Member: Dee Colombini
Land Conservation & Stewardship Board: Kathryn Grimes
Natural Resources Advisory Board: Joe Halseth
Senior Advisory Board: Ellen Lirley
Air Quality Board: Michael Lynn
Poudre School District: MacKenzie Mushel

CITY OF FORT COLLINS PRESENT

Tessa Greegor, FC Bikes Program Manager
Paul Sizemore, FC Moves Program Manager
Amy Lewin, Transportation Planner
Craig Foreman, Park Planning Manager

CITIZENS PRESENT

Kellen Wittkop, Minute Taker
See attached.

CALL TO ORDER

The meeting was called to order at 6:06 pm with a quorum present by Chair Sylvia Cranmer.

AGENDA REVIEW

Chair Sylvia Cranmer began by stating that while the Idaho Stop Law was listed later on the agenda after action items and other discussion items, it would be moved to the beginning of the agenda.

PUBLIC COMMENT

Citizen Sandy Lemberg shared two points. First, he commented on the condition of the roads in Fort Collins. Mr. Lemberg rides a motorcycle as well as a push bike, and he stated that the condition of the roads is not great with so many potholes and grooves. He suggested that the City be pre-emptive with fixing the roads. Secondly, Mr. Lemberg shared that he does not feel safe riding a bike in Fort Collins. Even though he knows Fort Collins has been recognized with national bike-friendly awards, he feels it is an extremely bike un-friendly area. Chair Sylvia Cranmer inquired if Mr. Lemberg's main issue is accessibility. Mr. Lemberg replied that accessibility on the main artery street (College from Laurel to Harmony) is the primary problem area.

Citizen Leah Rathbun mentioned that she takes Loomis from her home NW of Shields and Laporte to get to campus everyday. Since the recent paving on Loomis, the sensors at stoplights are no longer marked. Ms. Rathbun's only option is to bike up to the pedestrian signal and then bike back into the street which makes her feel very unsafe. Ms. Rathbun moved to Fort Collins from Vancouver, Canada. In Vancouver, streets have bike signals in the bike line so that signalling is safe for bikers. Also, Ms. Rathbun noted that she also utilizes Spring Creek Trail often, and the path is now closed where it meets the Mason Street Corridor. The detour requires biking on the College Ave sidewalk which is unsafe and also not well marked. Later in the meeting, Tessa Gregor mentioned that the City has been working to put video detection in at intersections to detect bikes, but she will follow up on this topic. Some intersections may take up to 1 min and 45 seconds to detect a biker.

Citizen Nancy York spoke about the situation of possible future sales tax increases. She would like to see strong advocacy from the BAC for bike avenues and trails incorporated into these possible sales tax increases.

APPROVAL OF MINUTES

The July minutes were approved on a motion by Libby Harrow, seconded by Tim Anderson, with all in favor.

FOLLOW UP FROM PRIOR MEETING/FUTURE BUSINESS

ACTION ITEMS

PAVED RECREATIONAL TRAIL MASTER PLAN

Craig Foreman and Amy Lewin presented on the Paved Recreational Trail Master Plan and requested feedback from the BAC. They asked for thoughts about the progress and overall

plan (which was forward to BAC members in advance) so they can incorporate the recommendations their presentation to Council in October.

Dan Gould inquired about additional action items focused on possible capital improvement project candidates to promote. Craig Foreman responded that there are “Other Action Items” listed in the plan which discuss the possible additional funding for the trail program. Mr. Gould also suggested that underpasses at major arterials would be good investments. Mr. Foreman responded that they are seeking funding to conduct a feasibility study of all those underpasses on the trails. Amy Lewin also added that the proposed underpasses are on the Bike Map. Bevin Barber-Campbell mentioned that Safe-Routes school would like a clarification on the Bike Map about the legend symbols for underpasses.

Libby Harrow asked about recommendations from the Bike-Friendly report which suggested improving more east to west trails. Tessa Greegor replied that they are taking into account those recommendations and are also incorporating them in the Bike Plan Update.

Ragan Adams motioned to support the results of the Paved Recreational Trail Master Plan. Tim Anderson seconded the motion which passed 8-0-1.

DISCUSSION/INFORMATIONAL ITEMS

IDAHO STOP LAW

Chair Sylvia Cranmer opened discussion with a brief background of the Idaho Stop Law topic: previously, the BAC has discussed pros and cons of the law but felt more education was needed. Thus, the BAC requested staff complete research on the issue and make recommendations to the BAC.

Tessa Greegor then presented the research and recommendations compiled by staff. The process for collecting information included informal feedback from the public (stakeholders, general public); a technical memorandum prepared by Fehr & Peers (for the City of Aspen); Jason Meggs’ research; conversations with the Dillon Town Manager and the City of Aspen; emails (TVCA, City of Breckenridge); and general survey of information.

A summary of feedback showed mixed responses. Some people support the law and some have reservations. No major issues were found in communities where it exists today, and it is largely supported by leading bike experts and advocates. However, there is very limited data available related to the law.

Ms. Greegor gave a general definition of the Stop-As-Yield Law: it allows people on bicycles to treat stop signs as yield signs. They are still required to obey right of way rules. Specifically, the Idaho Stop Law allows people on bicycles to treat stop signs as yield signs and red lights as yields. Such a law can be implemented at the city, county, and/or municipal level.

She then shared a video promoting the law change that was used in another city. Some highlights from the video include:

- Bicycles are an extremely efficient mode of transportation (1 bike generates 100 watts of power which is equal to 1 light bulb)

- Coming to a dead stop completely halts the momentum of the bike and therefore also halts efficiency
- Most bikers approach stop signs as taught in driver's education while maintaining a small amount of momentum (this is known as "Rolling Stop")
- The law encourages safe, sensible, and efficient bike riding – blowing through a stop sign is not allowed under the Idaho Stop Law (the fine for doing so increased with the implementation of this law to \$360)
- Bikers are allowed to roll through stop signs only if stop is clear of cars, pedestrians, and they have high visibility

Key elements of the law include that bikers are required to:

- Obey right of way rules
- Stop for safety
- Yield for pedestrians

This law implicates that when it is your turn as a biker and you feel safe to do so, you may roll through the stop. Bikers can still be ticketed for reckless behaviour. The law can apply to stop signs only or stops signs and stop lights as well as be tailored to the needs of the community.

Ms. Gregor then presented an overview of the Idaho Stop Law. In 1982, the stop law exception was passed so that bikers may treat stop signs as yields and stop lights as yields. Jason Megg completed extensive research in 2010 regarding the implications of this law. He used crash analysis and interviews to determine the impact of the law on cyclist safety. Overall, interviews found general support of the law and no negative consequences. The crash analysis resulted in no evidence of long-term increases in crashes, and even some reductions in crashes were experienced. Ms. Gregor did note some of the research flaws including that the document did not specify which types of crashes were reduced and why.

A letter from the Idaho Transportation Department which Ms. Gregor also referenced states that no bicyclists are injured due to this law because it does not grant any new right of ways. A letter from the Idaho Sheriff's Office reflected similar sentiments that laws should reflect societal norms and create rules that are likely to be followed.

During her communication with the Treasure Valley Cycling Association (TVCA) located in Boise, one representative shared that as a cyclist, the law is terrific. At the same time, motorists generally do not understand that cyclists have this ability which leads to confusion and antagonism. Since bicyclists are inconsistent, motorists do not have a firm prediction of what they are going to do.

Throughout Colorado, the law is currently in place in unincorporated Summit County, Dillon, Breckenridge, and the City of Aspen is moving toward adoption. There has also been some interest expressed in the Denver area. Ms. Gregor communicated with Dillon Town Manager. In 2011, interest in the law was initiated through public officials and local community interest. They have not experienced any reported increases in bike crashes relating to the ordinance. The overall reaction to the law has been positive, and it appears to promote a friendly environment. Dillon has not seen the need for further regulation. Dillon's specific ordinance can be viewed in their code: Section 8-5-20.

In similar conversations with Breckenridge, Ms. Gregor learned that in 2010, interest in the law originated in the Police Department and Bike-Friendly Community Taskforce over concerns for general disobedience of existing laws and beliefs that laws should reflect cyclist behaviour. They also reported no noticeable changes in crashes, and the law essentially grandfathered in already existing behaviour. Breckenridge has not adopted any further regulations. Their law also applies to red lights and can be found in their code: Section 7-1-2.

Summit County reported no issues with the law since its adoption. Their only concern is that all three communities have slightly different language which can cause confusion. Their law also applies to traffic lights and can be found in Section 5 of the Summit County Traffic Code.

For the City of Aspen, the law was initiated to support the City's goal of improving the safety and comfort of those traveling by bicycle. They believe it is safer for bikers to reduce their speed, look left, look right, and roll through the stop.

In application to Fort Collins, Ms. Gregor discussed strong similarities to Boise, even though Fort Collins has a much higher bike mode split. On the other hand, Summit County is a smaller community with tourist towns and a high season in winter. Fort Collins could adopt the law as a municipal code which would create the need to consider application to state highways. Also, Ms. Gregor mentioned several points to keep in mind regarding the law:

- Bikes are generally slower than vehicles and stop more quickly
- Bikes have a greater field of vision and sensory awareness
- The stop/start energy is different
- Bikes have greater vulnerability (both safety and emissions)
- Bikers are generally going to practice self-preservation when it comes to their safety

After completing her research, Ms. Gregor completed a Safety, Limitations, Opportunities, and Threats (SLOT) analysis of the Stop-As-Yield law. Some highlights of her analysis include:

Strengths

- One key element of a bike friendly community
- Codifies existing behaviour
- Recognizes bikes for inherent difference
- Supports efficient travel
- Potential safety and health benefits
- Communicates the City's priorities around active transportation
- Reduces the "lack of enforcement perspective" and allows for prioritized enforcement
- Allows people on bikes to choose the safest time for crossing (to promote bicycling and increase safety, policies and infrastructure should reflect the needs of people on bikes)

Limitations

- Insufficient data to demonstrate impact of such laws
- Difficult to communicate the message
- Fails to create sweeping change
- Inconsistencies in other communities
- Potentially low return on investment

Opportunities

- Promotes bicycling
- Increases bicycling/improves safety
- Reduces congestion/establishes more efficient traffic flow
- Reduces bikers exposure to pollution
- Reduces bikers exposure time at intersections
- Create clear enforcement priorities
- Opportunity for a comprehensive outreach plan

Threats

- Further divide between motorists and bicyclists
- Difficult to communicate
- Applicability to signalized intersections
- Outreach to visitors, students, and youth considerations
- Money to implement and follow through with a communication plan
- Counter to current educational curriculum
- Slippery slope?

Ms. Gregor ended with a quote from Mia Birk, a well-known cycling expert, on Stop-As-Yield, which highlighted Ms. Birk's support for the law.

Some research associated with the topic includes:

- Avoiding frequent stops is of high importance to bike route preference
- Biking is higher on routes with fewer stops
- Bike boulevards are largely designed to prioritize movement, safety and efficiency

Lastly, Ms. Gregor relayed staff's recommendations:

- Recommend the BAC consider further study of Stop-As-Yield provision for people biking in Fort Collins
 - Options:
 - Propose further study to Transportation Board
 - Propose further evaluation as part the Bike Plan update
 - Propose pilot signage project
- Recommend application to stop signs ONLY – NOT signalized intersections (due to higher volumes and speeds)
- Couple with other supportive strategies
 - Infrastructure: green wave corridors, bike boulevards, signage
 - Education and outreach campaign: to educate all roadway users of the law change
 - Enforcement: develop a plan with Law Enforcement to prioritize locations and reckless behaviour

Other considerations for the law include: evaluating state law implications; age restrictions; and roadways that may need incorporation under code change (those not in the jurisdiction of Fort Collins).

Ms. Gregor then opened the presentation to questions and discussion.

Citizen Sharon Gale recommended education to the public to mitigate backlash. Education needs to happen regardless, and the education regarding the vulnerability of bikers should be extensive to decrease animosity.

Citizen Sandy Lemberg shared that he supports the idea of instituting the law in Fort Collins, and he also supports having the law apply to signalized intersections. Mr. Lemberg does not feel like green waves are an effective remedy. He does see some possible exceptions such as Harmony and Timberline intersection.

Citizen Nancy York added that she feels far safer at a stoplight where she can stop, look, and proceed. Ms. York conducted a straw poll which showed that the large majority of the citizens in attendance favour a Stop-As-Yield law for bikes. She mentioned that for large intersections, self-preservation would guide bikers in their decisions.

Citizens Dee Weiner stated that she does not prefer the language of “bikes exempt.”

Citizen Kevin Carlson shared his hesitation of dual signs (stop sign + yield sign for bikes). He noted that such signs create two waves of traffic entering the same intersection. Thus, an overall implication of the law would be creating two waves of traffic, and that result is very problematic.

Citizen Chris Fry, who resides in the Old Town area, shared that the commute from that area is difficult due to all of the stops. He discussed that this law may implicate a civil liberties issue as well in the sense that citizens have a right to be secure in their persons; law enforcement may use rolling stops as a way to engage a person. Mr. Fry is opposed to criminalizing behaviour that doesn't need to be criminalized.

Citizen Rick Price, a league cycling instructor, suggested the need to define accurately what “yield” means. He would like to see the BAC recommend to Council a 3 year pilot program and reiterated that education for both bikes and motorists would be important. Law enforcement's focus on reckless cycling would be crucial as well. Mr. Price shared that in 2009 Boise convened a Bike Safety Commission which found that the Idaho Stop Law works well, but there was a need to focus on reckless cycling. Mr. Price presented a statement on behalf of Randy Fisher. Mr. Fisher's statement discussed how officials have been looking at implementing this law at the state level for 5 years with no success and that smaller cities enacting the law could make an impact. Mr. Price is open to an “under 14 years old” or similar age exemption. He thanked Ms. Greegor for her great research.

Citizen Sandy Lemberg spoke on the 4-way stop issue. He believes the law should require bikes to stop at 4-way stops as a yield is not viable in those locations.

Chair Sylvia Cranmer commented that this law is a challenging project to take on. She thanked Tessa Greegor for the amazing, thorough research.

Citizen Calvin Miller noted that failing to yield a right of way will still be illegal under this law, and it is an opportunity to decrease confusion and antagonism.

Bevin Barber-Campbell shared that she is not in support of the change. At Safe-Routes, they teach vehicularism, and this law would create an exemption. She stated her priority is not efficiency in travel but safety. Youth safety in particular would be decreased.

Citizen Leah Rathbun stated that if she is driving, she does not have any expectations about biker behaviour. She recommended thinking strategically about the routes planned in town.

Mike Hinterberg suggested gathering feedback from other stakeholders. One challenge he noted is that most bike accidents happen at CSU so there may be some areas around that area for exemptions. Chair Sylvia Cranmer stated that this issue has already been brought up to the CSU campus BAC. Mr. Hinterberg also noted that at signalized intersections, this law creates a unique situation where bikes are allotted more rights than pedestrians; pedestrians are required to wait for a walk signal while bikers can roll through. He believes pedestrian interests are missing from the current language, and he would like to see further data on bike-pedestrian accidents (especially at night) for areas with this law.

Citizen Harry Starsky stated that he feels recommending more research would be redundant and 30+ years of use in Boise is enough to move forward. He supports recommending a pilot program and exploring how it could be locally adapted.

Citizen Gibb Charles shared that he believes this law is the most practical move and it relieves police/over-regulation. As a Safe-Routes instructor, he would still want to teach a foot-down stop rule for those up to the age of 16 years old.

Citizen Tamara Sancrath added that a child riding a bicycle with an adult biker is going to have to learn this law, if implemented, at some point.

BAC members then switched discussion to focus on member thoughts. Ragan Adams agrees with the common sense nature of the law but sees the problem as being the implementation. She questioned that if a town like Fort Collins enacts a Stop-As-Yield law, there are unknown implications for other areas not in Fort Collins that residents choose to bike. She would like to see a greater initiative take place at the state level which would also open up education/communication to state-wide messaging.

Todd Dangerfield referenced Bicycle CO and the work that organization completed in Blackhawk. Organizations such as Bicycle CO could have the legal expertise for championing that type of campaign. He believes initiatives are started from the top-down. Mr. Dangerfield expressed hesitation about increasing animosity. He suggested exercising caution and recommending further research.

Dan Gould expressed curiosity about the pattern of citation for bikes currently. He noted that implicit in this change is a better definition of what “blowing through a stop sign” means, and that it might interfere with other current cycling goals.

Chair Sylvia Cranmer asked for next-step suggestions. Tim Anderson believes the BAC’s role is to communicate what they hear about the issue. Libby Harrow felt a pilot program would be ideal. Garry Steen favoured a pilot program and recognized that the state-wide issue needs to be resolved. Ragan Adams stated that it would be more beneficial for this to be pursued as a state-wide initiative.

Tim Anderson motioned to table the discussion until a future meeting to allow for further study and inquiry. The motion was not seconded and therefore failed.

Ragan Adams motioned to ask staff to research what has been done at the state level and possibilities/implications for making it work at the state level. Staff would report their findings at the next meeting. Tim Anderson seconded the motion which passed with all in favour.

Garry Steen motioned to recommend support of Stop-As-Yield as a 3 year pilot program for the City of Fort Collins to the Transportation Board. Libby seconded the motion. The motion failed 2-3-4.

Dan Gould suggested taking more time to discuss what the pilot program and implementation would entail which includes BAC members returning at next meeting to discuss the specific details.

Dan Gould motioned to put on the agenda at the next meeting an action item for discussing the details of a potential pilot program of a Stop-As-Yield law in Fort Collins. Tim Anderson seconded the motion which passed 6-3.

Mike Hinterberg noted that the Paved Recreational Trail Master Plan gathered public input in addition to BAC recommendations which may be a future component of this project.

Mike Hinterberg motioned to create a taskforce to discuss the details of a potential pilot program which would meet at least once before next meeting. Ragan Adams seconded the motion which passed with all in favour.

FC MOVES ROADSHOW

Paul Sizemore presented a brief introduction about the FC Moves department.

FC Moves is a new department within the Planning, Development, and Transportation (PDT) Service Area. FC Moves looks at long-range needs as well as current needs through three areas: Transportation Planning, Safe Routes to Schools, and FC Bikes.

The mission of FC Moves is to provide safe, convenient, sustainable transportation choices for residents and visitors of all ages and abilities through planning, advocacy, and community programs. For the tasks of safe, sustainable choices, Mr. Sizemore noted that transportation is essential to the “Triple Bottom Line.” In addition to transportation being a key factor in public health and safety, transportation choices also contribute to the overall liveability of the community. Making safety, sustainability, and transportation choices available to all people are essential factors for social equity.

The first pillar of the FC Moves department is transportation planning. FC Moves utilizes a “Planning for people” model where they aim to create a balanced transportation system for all modes. Near term projects/goals include Complete Streets, capital improvements, and developments review. Longer term items include the Transportation Master Plan, Master Street Plan, Bike Plan, Pedestrian Plan, Bike Safety and Education Plan, and Corridor Plans. For example, FC Moves is co-leading the Lincoln Corridor Plan. The next role of FC is advocacy. Mr. Sizemore discussed how they are working across department lines to

promote and plan for a modal shift and active transportation. This collaboration includes encouraging walking and biking, building relationships with schools and cycling communities, and creating opportunities. The community programs focus of FC Moves revolves around education and encouragement. Highlights from their programming include training for about 10,000 students, Bike Safety Education, year-round local bike events, and Annual Bike Week Events. In summary, FC Moves is: Transportation Planning (Planning for People) + Advocacy (Modal Shift and Active Transportation) + Community Programs (Education and Encouragement).

Chair Sylvia Cranmer inquired about a further plan for the pedestrian piece. Mr. Sizemore discussed the budget offer for a program “FC Walk” which was not funded for last year’s request, but they will be making a similar request during the next budget cycle. Mr. Sizemore also noted that Fort Collins received the bronze level designation for being a Walk-Friendly community this last year. In terms of branding, Mr. Sizemore detailed how FC Moves is working with the communications teams on branding, public outreach, and establishing the mission/vision/goals for the department. While FC Moves cannot develop their own logo, Mr. Sizemore is focused on defining the program with its presence in the community.

BIKE SHARE – TABLED TO SEPTEMBER MEETING

BIKE PLAN SCOPE OF WORK

Tessa Greigor presented on the Bike Plan and its scope of work. The goal is to develop a Bike Master Plan that promotes a safe and enjoyable biking experience for residents. In terms of timeline, key milestones include:

- Phase 1 – September-November 2013
- City Council Work Session – Quarter 4
- Draft Plan – June 2014
- Phase 2

Support entities include advisory teams, existing bike organizations and advisory committees, various communication tools, and a project consultant (pending funding). Specifically, the BAC’s involvement can include monthly feedback throughout update process and public outreach support such as having members help facilitate meetings or infrastructure rides plus general outreach.

Ms. Greigor identified the deliverable of the FC State of Bicycling Report which would highlight existing policy framework, give an overview of programs, provide an inventory of existing conditions, discuss completed actions, and provide a bicycle gap analysis. This Report would be updated annually. The bicycle gap analysis would cover grossing gaps, corridor gaps, and network gaps.

Next, Ms. Greigor noted that next steps for the Bike Plan include developing a vision, identifying the target audience, and defining goals/objectives/performance measures (for example, ridership, safety, connectivity, and equity which could look like “increase biking by X% and decrease collisions by Y%). The main target audience will be the 60% of the population which identifies themselves as “interested but concerned” about biking. Policy framework tasks will involve looking at existing and new frameworks to achieve goals (for example, Complete Streets, green transportation hierarchy, and/or creating conditions that

make biking a more attractive option than driving for trips less than 3 miles which is currently the focus in Portland). Public outreach will be used for a summary of input from various sources including online survey, public open houses (3 per phase), Lunch and Learn Series, etc.

Other points of interest for the plan include:

- Updated Bicycle Network (bike network map, way finding system, intersection improvements)
- Bicycle Facility Design (proposed design guidelines)
- End of Trip Facilities (current policies and codes, key locations for future facilities, design guidelines)
- Programming (education, enforcement, encouragement, evaluation)
- Prioritization, Implementation, and Maintenance (developing prioritization process and implementation timeline)
- Funding (proposed bicycle funding sources both current and future).

REPORTS

STAFF REPORTS

None.

BOARD MEMBER REPORTS/COMMENTS

Tim Anderson noted appreciation for the minute taker, Kellen Wittkop, during the night's discussion.

Chair Sylvia Cranmer mentioned the Ram Bicycle Classic on Sunday, September 22. There are 11/35/65/100 mile rides available, and anyone who is interested should visit the Facebook page for more information.

NEW BUSINESS/FUTURE AGENDA ITEMS

None.

ADJOURN

Libby Harrow motioned to adjourn the meeting at 8:37 pm, and Mike Hinterberg seconded the motion, which passed unanimously.

Sign-in Sheet: Bicycle Advisory Committee, Aug. 12, 2013

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