

**MEETING MINUTES OF  
BICYCLE ADVISORY COMMITTEE**

**September 9, 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: Kim Sharpe  
Bike Fort Collins: Sylvia Cranmer  
Downtown Development Authority: Todd Dangerfield  
Fort Collins Bicycle Retailers Alliance: Libby Harrow  
Natural Resources Advisory Board: Joe Piesman  
Transportation Board: Garry Steen

**AT LARGE PRESENT**

Dan Gould  
Dee Colombini  
Michael Hinterberg

**ABSENT**

Colorado State University: Joy Childress  
Land Conservation & Stewardship Board: Kathryn Grimes  
Senior Advisory Board: Ellen Lirley  
Air Quality Board: Michael Lynn  
Poudre School District: MacKenzie Mushel

Craig Foreman, Park Planning Manager

**CITY OF FORT COLLINS PRESENT**

Tessa Greegor, FC Bikes Program Manager  
Paul Sizemore, FC Moves Program Manager  
Joe Olson, City Traffic Engineer

**CITIZENS PRESENT**

Leslie Perry, Minute Taker

**CALL TO ORDER**

The meeting was called to order at 6:00 pm with a quorum present by Chair Sylvia Cranmer.

## **AGENDA REVIEW**

Chair Sylvia Cranmer began by stating that no decision about the Idaho Stop Law would be decided. It would be an action item on the October meeting minutes.

## **PUBLIC COMMENT**

Citizen Rick Price had a question regarding August meeting minutes and a motion of 6-3 last time it was stated the motion would be an Action Item. Chair Sylvia Cranmer and FC Staff Liaison, Tessa Greeger agreed.

Citizen Michael Hinterberg agreed to no vote yet.

Clay Young, representing Poudre Valley Emergency Medical Services (PVEMS), stated that PVEMS does not support the Stop as Yield Law expressing that two bikes that intersect with each other creates a bad situation. There is already too much confusion among drivers. They will really be at a loss. This is not “apple to apples,” this is something else completely.

Tim Anderson of FC Bicycle Co-op wanted clarification on the process for follow-up questions to citizen comments -- a consensus from the BAC indicated it was appropriate to ask for clarification, if needed. Tim then asked for clarification regarding accidents and bikes only. What does Clay see most of? He responded, two bikes colliding that don't have to stop.

Citizen Mike Knowles expressed his support of ‘Stop as Yield’, stating that streets are designed for motor vehicles. This law makes it more accommodating to bicyclists.

Chris Johnson representing Larimer County stated they had no official position. But the County has concerns about the decision. How will this City law affect the County? He raised concerns about how to make things consistent and safe.

Citizen Calvin Miller has two main concerns: 1.Safety, 2. Public good will. He stated that Tessa's presentation last week was excellent. He doesn't want a law like this to contribute to bad will among bicyclists and motorists.

Citizen Rod Harris lives in the county and works in the city. He expressed his support of Stop as Yield, commenting that it provides safety to the cyclist. Last two years he has never crashed, but has fallen over at stop signs three times. He would like to see a pilot program.

Citizen Ernie Marks is a bike commuter. He discussed the recent article in the Coloradoan. He commented that he would like to increase community, sharing the road, safety and good will. He feels these are all very important in the cyclist community. Also noted he has seen increased awareness and doesn't think Stop as Yield will increase community. Doesn't think having to stop is reducing cycling in the city. Policy impacts everyone not only commuters. He feels that stop signs and stops lights are different issues.

Citizen Kendra Arbesman is concerned about college students and children who are being taught to ride indicating that they don't understand current rules raising concerns about how

they would understand this law. This impacts so many kids. She rides 10 miles and obeys all stop signs and stoplights and her commute is not really any longer. She commented that she would like folks to consider adding a couple minutes to their routine if necessary.

In support of Stop as Yield, Citizen John Anderson thinks people are teachable. The city keeps calling itself progressive and green. If it were up to him he'd turn most intersections into roundabouts. He thinks this would move the city forward.

Citizen Jeff Nosal feels kids are teachable. This is not a stop light issue. People are already doing it. Enforcing current behaviour; are we going to start enforcing this?

## **APPROVAL OF MINUTES**

The August minutes were approved on a motion by Libby Harrow, seconded by Kim Sharpe, with all in favor.

## **FOLLOW UP FROM PRIOR MEETING/FUTURE BUSINESS**

### **ACTION ITEMS**

## **IDAHO STOP LAW AS DISCUSSION - NO VOTE**

### **DISCUSSION/INFORMATIONAL ITEMS**

## **STOP AS YIELD VERSUS IDAHO STOP LAW**

Chair Sylvia Cranmer opened the discussion stating this was about stop signs not traffic signals. The City of Fort Collins Police Department (FCPD) has no public position at this point, only concerns:

- Jurisdictional inconsistencies
  - State Highways, Colorado State University, Larimer County, HWY 392 & HWY 14
- Against applying to signalized intersections
- Application to 2-lane roads
- Judging car speeds
- Thresholds

Chair Sylvia Cranmer asked the BAC for their viewpoints and urged all committee members to read articles and comments about the subject. Chair Sylvia Cranmer handed out 'Stop as Yield: A Summary of Comments,' received by e-mail, 8-30-2013. Mike Hinterberg motioned BAC does not recommend the law change for red lights. This conversation only refers to stop signs. Ragan Adams seconded the motion, which passed 9-2.

Discussion was focused around the Stop as Yield Law change. Many BAC members expressed their perspectives and concerns:

Tim Anderson discussed Lieutenant Trombly's comment regarding not enough manpower to enforce the current law. He raised concerns if this should be a top down bottom up issue or bottom up top down issue? Should it be State, county, city OR City, county, state?

Dan Gould feels the sub-committee should discuss jurisdictional complexity. Other issues such as, high-speed arterials, a cyclist's judgement of oncoming traffic speed, certain stop signs that don't apply, etc. all need further discussion.

Joe Olson, City of Fort Collins Traffic Engineer reported if the law were statewide it would be easier to implement. Fort Collins has a 'Home Rule' that allows the City to set its own traffic laws. He confirmed that most City of Fort Collins traffic laws could differ from state laws. There is value in consistent laws, such as green means go. To change green to mean stop would be confusing. Consistency helps people obey laws. Joe suggested completing a study with before, and after data collection to say whether the law has any affect. This would help reduce speculation.

Joe Piesman, Natural Resources Advisory Board (NRAB), asked if citizens would really know if the law changed. Joe Olson commented that people know only what they read in the paper. Perhaps citizens would ride and drive the same?

Dan Gould feels to do a code change is symbolic, although there is risk in undermining the current good will. Dan would not like to see current progress on productive goals negatively impacted by moving forward with Stop as Yield.

Kim Sharpe added that infrastructure changes would achieve similar goals without risking good will, i.e. bike parking. Dan discussed how public and business community acceptance of on-street bike parking evolved over a period of years after initial vigorous opposition

Chair Sylvia Cranmer asked the BAC for a Pro/Con list. Ragan Adams, Parks and Recreation Board, thought a "SLOT Analysis" leads to a better, richer conversation. The BAC members then proceeded with their thoughts and concerns:

Tim Anderson asked everyone to imagine if the law changed. Look at each intersection as if it had changed.

Kim Sharpe noted personally that when she rides she likes to consider herself a vehicle. She follows LAB principles; that a cyclist has the duty to act like a vehicle.

Dee Colombini responded that there wasn't enough time if the vote happened next month. There was too much to process. Weighing outcomes should be a priority. Was it worth the battles if there was no law change? She has yet to hear the reason for the change.

Dan Gould had concerns about undermining current goodwill.

Libby Harrow said the Slot Analysis that Tessa Greigor handed was complete.

Garry Steen commented on a study about more people are not driving. Younger folks might not know that laws. Education of the laws; would it reduce congestion? Could it be an opportunity for education?

Mike Hinterberg stated this is a data measurement issue. It should be data driven. Agrees with Joe Olson on the need for data collection and analysis. A baseline would need to be determined. He also raised the questions: Is there a need for change? What are the costs and

available staff resources? What do we want and what are the desired outcomes? How about Bike Boulevards? What is the potential cost to entertain different bike and car laws? How do we measure negative effects?

Joe Piesman breaks laws but doesn't like to. He mentioned the current law creates an internal conflict. There is a loss of predictability. How do we codify existing behavior? We want laws of cars but with a few exceptions. Intent vs. letter: Does it need a resolution?

Ragan Adams, representing Parks and Recreation board had no comment. Regan Adams, described jurisdictional conflicts.

Todd Dangerfield responded to the issue of loss of political capital. What is the price of natural behavior? What is the price to bring it to the community? Is this considered as a "take?"

Chair Sylvia Cranmer spoke to personal experience. Would like to see it become law and not have to think about breaking a law. But legally has concerns. Currently no enforcement of the law exists. No staff for real law enforcement. Laws are already confusing. Would throwing in another rule help? Is it one step forward and 10 steps back? Would not want to antagonize the public. Chair Sylvia also commented the BAC would be making a recommendation and not voting for the whole community. Garry Steen said the Transportation Board would heavily look at the BAC recommendation.

## **REPORTS**

### **STAFF REPORTS**

**Tessa Gregor, FC Bikes Program Manager**

#### **City's Bicycle and Pedestrian Counts**

Volunteers are still needed. Training would be conducted September 12 from 6-7 on the first floor conference rooms at 281 N. College. Contact Amy Lewin at [alewin@fcgov.com](mailto:alewin@fcgov.com). Times and location noted below:

- 9/14/13-on street and trail [dates changed to 9/21, 9/24, 9/26 due to flooding impacts]
- 9/17/13-on street and trail
- 9/17/13- trail only

#### **Bike Share**

Task Force met with the City of Boulder. An RFI was published on 9/3/13. Responses are due 9/24/13.

#### **Trail Improvements**

Improvements to the Mason street RR tracks have been completed to give cyclists a better crossing. A caution sign for cyclists has been added. Improving this crossing was a priority for the City.

### **BOARD MEMBER REPORTS/COMMENTS**

Kim Sharp noted the congressional bike ride on 10/04/13. It will start in Loveland and end in Fort Collins.

### **NEW BUSINESS/FUTURE AGENDA ITEMS**

Stop As Yield

### **ADJOURN**

Kim Sharpe motioned to adjourn the meeting at 8:15 pm, and Tim Anderson seconded the motion, which passed unanimously.