

**MEETING MINUTES OF
BICYCLE ADVISORY COMMITTEE (BAC)**

**January 27, 2014
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
- Colorado State University: Joy Childress
- Downtown Development Authority: Todd Dangerfield
- Bike Fort Collins: Sylvia Cranmer
- Transportation Board: Garry Steen
- Fort Collins Bicycle Retailers Alliance: Libby Harrow
- Natural Resources Advisory Board: Joe Halseth
- Land Conservation & Stewardship Board: Kathryn Grimes
- Bicycle Pedestrian Education Coalition: Ed Ossello

AT LARGE PRESENT

- Dan Gould

ABSENT

- Dee Colombini

CITY OF FORT COLLINS PRESENT

- Tessa Greegor, FC Bikes Program Manager
- Paul Sizemore, FC Moves Program Manager
- Amy Lewin, Transportation Planner
- Aaron Iverson, Senior Transportation Planner, City of Fort Collins

CITIZENS PRESENT

- Lori Franklin, Minute Taker

CALL TO ORDER

The meeting was called to order at 6:03 p.m. by Chair, Sylvia Cranmer, with nine BAC board members and four City staff present.

AGENDA REVIEW

No changes.

PUBLIC COMMENT

A reporter contacted Sylvia in response to the bicycle fatality in Windsor. There has been relatively limited discussion within the bike community, but Sylvia did respond to the reporter's request.

A woman contacted Sylvia in order to share the article, and request more activation of lights in the bike lane. Tessa discussed the City's current approach to video installation and bicycle detection. If there is a specific request for detection, it will be looked into.

At this time Garry, Sylvia and Tessa will schedule a meeting/visit with Traffic Operations to view first-hand the current system that can show several intersections that do pick up cyclists.

APPROVAL OF MINUTES

Sylvia Cranmer asked for a motion to approve the December minutes, and it was so motioned by Libby Harrow and seconded by Ed.

FOLLOW UP FROM PRIOR MEETING/FUTURE BUSINESS

Garry, Tessa, and Sylvia will be discussing the 2014 projects. Please let them know if anything should be added in.

ACTION ITEMS

None

DISCUSSION/INFORMATIONAL ITEMS

Presentation #1: Bike Share Update

Toole Design Group has been brought in to coordinate the project and scope. Although headquartered in DC, there is an office in Denver.

Where are we today?

- Platinum-level Bicycle Friendly Community
- ~170+ miles of bike lanes, 35+ miles of trails
- Buffered bike lanes (E. Prospect)
- Segments of protected bike lanes
- 1 Bike Box; 6 on-street bike parking corrals
- Growing education and encouragement programs
- 7.9% bicycle mode split (2012 ACS) – **6th in the country**

- M/W ratio 2/1 holding steady 2007-2012
- Goal: Diamond level Bicycle Friendly Community
 - Diamond measures:
 - Bicycle mode share
 - Bicycle facility network mileage
 - Bicycle crash rate
 - Key themes for Fort Collins:
 - E-W connections, connections to schools & parks (SE Fort Collins)
 - Cycle tracks/buffered bike lanes (35 mph+)
 - High-quality bike parking
 - Education and encouragement
 - Expand public bike share

Key Project Deliverables

- State of Bicycling in Fort Collins Report
- Bikeway Network Recommendations and Design Guidance
- Policy and Programmatic Recommendations
- Implementation, Funding, and Prioritization
- Bike Share Business Plan
 - Anticipated adoption: Late 2014

Summary of Public Outreach Plan

- ~1,500 Bike Plan postcards distributed
- October 2013: Community Issues Forum
- October/November: Conducted 4 FC Rides!
- October - December: Online survey (1,004 responses)
- February: Online wikimap
- February 20: Transportation Projects Open House
- March 12: Open House #1
- June/July: Open House #2
- Focused community events
- Targeted stakeholder outreach

Sylvia mentioned community involvement is important to get on radar. Tessa will send out link to everyone when it goes live. Lots of feedback generated. Will send copy of report when ready.

Key Themes: Initial Public Outreach

- Safety
- Trails
- Top priority for Plan: infrastructure/bike routes
- Bike facility preferences: trails, buffered bike lanes, protected bike lanes
- Signage + wayfinding
- Enhancing existing network (green lanes, buffered bike lanes etc.)
- Safe crossings along key bike routes
- Signal timing and detection
- Education and enforcement for all users

Majority found that the protected lane, shared use trail, and buffered bike lane scored well.

Top routes people would like to see improved:

North-south

1. Shields (375)
2. College (237)
3. Lemay (226)
4. Taft Hill (200)
5. Timberline
6. Mason
7. Remington
8. Riverside
9. Overland Trail
10. City Park (17)

East-west

1. Prospect (356)
2. Drake (229)
3. Mulberry (207)
4. Horsetooth (194)
5. Laporte
6. Harmony
7. Vine
8. Laurel
9. Elizabeth
10. Lincoln (37)

Bicycling Trends

- Targeting “interested but concerned” (families, children)
- Focus on safety
- Creative encouragement and education programs
- Bike sharing
- Lower stress facilities

Shared lane markings are still high stress. Protected bike lane can be much less stressful for most people. Will do a Stress Level Analysis. How stressful our intersections are is worth discussing.

Evaluation – Important part. Regular counting, tracking, crash analysis to come

BAC Visioning – What 3 words best describe cycling in FTC today? What should be the top 3 outcomes of the plan?

Audience Questions:

Todd questioned 1004 responses? Is population skewed? How can we get stronger outreach with more responses? Less than 1% rate.

What % of town are active bikers? Tessa stated about 7.9% of adult population (ACS data).

How do we get more people involved? Any suggestions welcomed. Press releases, etc. Bike plan survey cards are still out there, but not active.

Sylvia asked how much can be implemented and when? 10 yr guideline or hard date? Tessa said it is pretty open-ended, but with as much accomplished as possible in that timeframe. Paul indicated that projects coming from the Bike Plan would roll into CIP.

Presentation #2: Amy Lewin – Bike Share Business plan

Purpose

- Map to help get to where we want to go, including goals and outcomes
 - Confirm and document viability of system
 - Build support
 - Integrate plans for Bike Library
 - Focus on **demand, costs**, and steps towards **implementation** RFP
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- Bike share showing up in a variety of cities and realizing benefits. Systems are starting to encourage short term trips. Transit agencies are starting to get more involved. It's becoming a stronger alternative to driving, emphasizing multi-modal options.
 - Opportunity to develop bike library. As transit system develops, so will bike share. Busses allow 3 bikes on each. Easier than getting personal bikes on/off bus. Encouraged by the League. Specifically called out to get to Diamond level.
 - Task force working on 2 things. Longer term planning, and implementation.
 - Goal to get to implementation of bike share system. Purpose is a map to get where we want to go. Chance to document viability for Fort Collins. Build support and awareness. Fundraising and political support. Key is to incorporate into long-term plans. Will lay out implementation items.
 - 1st task = demand analysis. Where will it be? Looks at pop, emp density,, Market areas. Data combined with community support. Almost exclusively phased. How should we begin? Guidelines for planning stations.
 - 2nd part = cost analysis. Finances to support system. What kind of vendor? Who will own? Who will operate? Model will change our assumptions and affect overall financial model. Working toward implementation. What sort of measures do we want to see? When? About to jump into Demand analysis. Plan should be done by April. Building off Bike Plan and Outreach.

Bike system opens up travel markets. Bike Share will be used by locals, employees, visitors, college campuses, hospital, etc. Reasons include work, transit, errands.

Brainstorm on what would you take on bike share?

- Get from hospital was suggested. Sylvia asked if she would pay? She would be getting from Old Town, but it was a low-hanging fruit.

- Between campuses, Dan mentioned easier to park once and borrow bikes. Sylvia asked bike from 1 campus to another, but what if the bike's not there when you get out? Would there be any available? It will be constantly monitored to ensure bikes are available to move bikes around for availability. You can build it into the requirements for the system to state, "*Station should never be without bikes for 10 min*" You can keep them for as long as you are paying for it. Todd asked what is the highest number.
- Amy said there are different membership types. Annual members tend to have short trips. Day pass users often go beyond grace period. Tim said Denver works okay. With time, data is collected. Business plan has good point of 30 min use. Point is to get one place to another, not so much of how long lingering in the sandwich shop.

Sylvia stated that the plan is to give to businesses and track mileage. She does not see this community paying for this outside of college and visitors. Joy countered that police dept. has interdept fleet. Each dept. does not have to be responsible for maintenance. Tim said there could be 30 bikes on campus alone. People who live on mountainous routes, and don't want to move the car from space to space could be users. Over harmony would be a different issue. Old town should work very well as it has a lower cost alternative, smart bike option, but has tradeoffs.

Asked if other cities these sizes are working on this? Boise has 200K population. If we had more people commuting from Southern cities, what would happen? Sylvia wanted to know how high the density would have to be. Need a feasibility study. Demand analysis is ok, but need feasibility. Although people won't know until it exists. If we had it today, not many would use it. South campus is hard to find parking spaces. Used to be easy, getting harder. Could partner with CSU.

Sylvia mentioned EPA workshop. Start out with just a few stations, no one will use it if spread apart. Tim said stay in the small core area for beginning. Best will come from suburbs, not old town locals. Todd asked what commuter numbers were for Boise? Amy did not have data. Tessa said there is not a BRT system, suburban communities feed in; % of cyclists is somewhere around 2-4%. We are becoming a suburb of Denver as people move farther away from the hub into Windsor. Aspen is doing quite well. Aspen also has car-share. We are jumping into Demand analysis. Update in Mar 12. Options for specific station locations in comments.

Presentation #3: Aaron Iverson – Green Street Reshaping

New project for 2014; stemming from action item and City Plan to reshape street.

Take streets that are too wide for usage and to reuse space better. Test out ideas. Update this calendar year. Why? Support active modes, cycle, walking. Integrating street models, highlight functions. Support healthy communities.

Anatomy of a Green St.

Sidewalks system for bikes, transit system, storm water elements, fire retention, local containing. Example of rain garden using rain water off street. Mostly smaller storms. Water quality improved. Aesthetically pleasing. Demo project on Mitchell block, parking stalls allow water to collect.

Remington Greenway Project

- -From Prospect to Mountain Avenue
- -Demonstration project as identified in the Transportation Master Plan
- -Major N/S bicycle route parallel to College Avenue
- -Mix of commercial, institutional, and residential
- -Promote bicycle, walking, transit, incorporate LID

Narrowed down concepts to reuse spaces to create greenway. Showing options to buildup to public input project. Bike facilities, options for storm water, low impact.

- Opt 1 – Features include buffered bike lane, take out center turn lane. Green corners pedestrian features, keep traffic don. More visibility for pedestrians, reduces amount to cross on St. Includes storm water collection areas. 2nd view – want to include ADA curb ramps.
- Opt 2 – protected bike lane. Main diff, parked cars are pushed out, 2 bike lanes each one way. Looking at each specific intersection.

Also looking at middle-size roundabout.

- Mini Roundabout is shared with traffic, or off-ramp to pedestrian crossing.
 - Cross-section view. Impacts parking spaces, driveways,
 - Pros – provides speed management
 - Cons – slows N/S bike movement.

Option to leave intersections alone, 4-way stops, or Roundabouts.

Todd asked if signals could be modified.

Aaron will look into it. It should keep N/S primarily green, and E/W would trigger it.

Question about 2-way stop signs.

Roundabout should be best for continuous flow. Thoughts from group? Encourage to participate in neighborhood meeting; Feb 11, St. John Lutheran Church.

Need slowdown toward roundabout.

Todd said not ideal. Will slowdown traffic, but also seen traffic barriers, etc. along the way. Bothered by the cross-pollination to rebound to walkway, to bike lane, etc. 1st opt similar to current situation. High traffic times will impact. 1st opt coming from behind the parked cars into traffic is an issue. You would still have to merge into round, but not from behind the cars. Need to educate and have signage that cyclists are to share the space. Feels like pedestrians are fair game. Very confusing. Both sides are very passionate .

2 stage crossing could only cross 1 part at a time. Rounds okay as city Is nice to each other, but deathtrap in Boston. We would have rounds, not traffic circles. Disagreed. Very large ones have been very safe in Midwest. Actually do have more problems. Rounds are smaller, designed for one lane and can't go through more than 15mph. Controlled movement. Dan asked if design could be modified for bicycle exits. Could do with buffer.

Protected vs. buffered – Adding buffers to keep cars from entering.

Concern for snow removal. What about passenger door? 3 ft. space. Rounds will get most resistance from public, losing spaces. Driveway has hashed line for no parking. Losing parking on both sides. Loss of spaces is 29 to 15. 50% decrease on example. Driveways would be (nebulous) safety. No data yet.

Sylvia thought Remington works just fine, why change it? Looking for pileup locations. Speed is concern. Lots of competition. Most streets in Old Town have 100 ft. Protected bike lane still a problem for driveways, parked cars, traffic entry. Might end up blocking bike lane. Known accidents. Send documents to members.

Public Outreach:

Neighborhood Meeting

Wed. February 11, 2014 from 5:30-7:30 p.m.

St. John's Lutheran Church

305 E. Elizabeth St

Joint Planning Open House

Thursday, February 20th from 4:30 – 7:00

Museum of Discovery

REPORTS

Staff Reports

No additional Staff Reports

BOARD MEMBER REPORTS/COMMENTS

No additional reports/comments

NEW BUSINESS/FUTURE AGENDA ITEMS

No new business was brought forward as meeting was running late.

ADJOURN

Meeting was closed late at 8:10PM .