

Bicycle Advisory Committee (BAC) Meeting Minutes

August 24, 2015, 6:00 p.m.

Community Room
215 North Mason Street
Fort Collins, CO 80522

FOR REFERENCE:

Chair, Sylvia Cranmer	970-493-5277
Staff Liaison, Tessa Greeger	970-416-2471

COMMITTEE MEMBERS PRESENT

Ragan Adams, Parks and Recreation Board
Todd Dangerfield, Downtown Development Authority
Joe Halseth, Natural Resource Advisory Board
Mark Houdashelt, Air Quality Advisory Board
Chris Hunt, Poudre School District
Greg Oakes, Transportation Board
Ed Ossello, Bicycle Pedestrian Education Coalition (last meeting, retiring)

AT LARGE MEMBERS PRESENT

Cathy Busch-Kinkaid
Sylvia Cranmer, Chair
Patrick McCarty (At Large Member)

ABSENT

Lawrence Bontempo, Senior Advisory Board
Joy Childress, Colorado State University
Gray Harrison, Fort Collins Bike Co-op
Bruce Henderson, Bike Fort Collins and Parks and Recreation Board
Chris Hutchinson, UniverCity Connections
Kelly McDonnell, Natural Resources Advisory Board
Edward Reifsnnyder, Land Conservation & Stewardship Board
Lee Swanson, Downtown Development Authority

CITY OF FORT COLLINS STAFF PRESENT

Tessa Greeger, FC Bikes Program Manager
Nick Heimann, FC Bikes
Tracy Lipfert & Amy Lewin, FC Moves
Nancy Nichols, Safe Routes to School
Paul Sizemore, FC Moves Program Manager
Lt. Craig Horton, FC Police Services

GUESTS and CITIZENS PRESENT

Sandy Lemberg, citizen
Kristi Savig, Recorder

CALL TO ORDER

The meeting was preceded with light dinner provided by Jimmy Johns (5:45 – 6:00)

The meeting was promptly called to order by Chair Cranmer at 6:03 p.m.
Brief introductions of new members present were made.

AGENDA REVIEW

Tessa Greegor was asked to provide an update on the Laurel Street Bike Lane project.

PUBLIC COMMENT

Sandy Lemberg (citizen guest to BAC meeting) spoke in regards to the BAC being an advocacy group for safe and functional/efficient infrastructure for local bike riders. A focus of his opinions was, it is more important that developers and advocacy groups focus on functional, safe routes, rather than awards.

Of primary concern was the existence of “Bulb Outs”, jetting into bicycle lanes and parallel parking.

- Bulb-out locations mentioned included, Remington/Laurel roundabout, and downtown.
- The 3ft rule cannot be followed on a majority of these streets where bulb-outs exist.
- Taking a lane in these areas is not acceptable.

Sandy requested that city developers look thoroughly at bicycle functionality and safety when designing. He concluded, “Every day should be Bike Safety day. Please make it safe and functional to ride your bike in Fort Collins.”

Chair Cranmer responded that the BAC functions as an advisory committee. We can take issues to various boards (e.g. Transportation board, Downtown Development Authority), but cannot make direct changes.

APPROVAL OF MINUTES

July’s minutes were approved with changes to Chris Hunt’s member report. Three (3) abstained since they were not at July 27th meeting.

FOLLOW-UP FROM PRIOR MEETING/FUTURE BUSINESS

Cathy Busch-Kinkaid mentioned the Kechter overpass issue and the Town Hall Meeting held on August 6, 2015.

- Cathy was not able to follow up with Bruce Henderson to determine his suggestions for the BAC on the Kechter overpass issue.
- The August 6th meeting was well attended. The panel consisted of representatives from state and local agencies, including John Kefalas (Senator), Brad Tucker (Colorado bike Law Attorney), and Tessa Greegor (FC Bikes). The meeting was chaired by Chris Johnson, Dan Porter and Bike Fort Collins. Topics covered included education, law enforcement education, infrastructure, and enforcement. Todd Dangerfield (Downtown Development Authority) attended the Town Hall Meeting and felt there was a good emphasis on education. Participants asked the panel to increase legal enforcement of those involved in bicycle accidents or code violations.

ACTION ITEMS

None.

DISCUSSION/INFORMATIONAL ITEMS

2015 Bicyclist and Pedestrian Counts (Amy Lewin/Tracey Lipfert)

Amy Lewin and Tracey Lipfert of FC Moves presented highlights of the annual Bicyclist and Pedestrian Count project. A call for volunteers was requested, as well as a volunteer handout for participants to distribute to people they thought might be interested.

Their presentation included the following details about the project:

Why? – The project started in 2014 and follows guidelines of the National Bicycle and Pedestrian Documentation (NBPD) to better understand behavior and trends, and to address (justify) infrastructure planning and changes made over time.

What? The Count Review identifies total counts on-streets and trails, as well as helmet use and gender identification.

- 26 count locations will be monitored by volunteers on September 15, 17, and 19th.
- Bicyclists, Walkers, Runners/joggers, others categories counted
- Intersection count details include lane usage and directional changes

Volunteers are needed to fill a variety of two-hour shifts – A small volunteer flyer was distributed for BAC participants to distribute as soon as possible.

- Training will be September 10th, and will include pizza
- Volunteers are eligible for gift card drawing at conclusion of project

Analysis of results will begin September 21, 2015, with results completed between October and November.

Q&A:

Tracy asked for input on outreach suggestions, project methodology etc.

- Upon request, Amy further explained the methodology for the count locations selected.
- Q. Would it be good to differentiate who is riding for pleasure versus commuting?
A. Intercept surveys have been used in the past to determine factors like this by asking who is riding and why.
- Q. Ragan Adams (Parks & Recreation Board) asked about the survey question used in 2014 regarding electric bikes. Do we need to capture the number of electric bikes still on the trails (given the 2014 changes made in electric bike trail access)? Can we survey those using electric assist bikes more about their travel?
A. Background and Response – A 2012 trail survey asked participants how they felt about electric assist bikes on the trails, which was a component of the Paved Recreation Trails Master Plan.
- Q. Are you focusing on specific intersections or count points?
A. Yes, key intersections identified in the Bike Plan are considered, along with existing bikeways and locations for future improvements.

Chair Cranmer suggested seeking out volunteers from CSU, Fraternities/Sororities, and others looking to participate in community activities. Chris Hunt suggested CSU exercise and sport science students would be good candidates given interests and school practicums.

Bicycle Safety Enforcement Initiative (Lt. Craig Horton)

Lieutenant Craig Horton of the Fort Collins Police Services department provided attendees with a handout of the proposed City Ordinance reorganization related to bicycle laws.

Bicycle ordinance changes in the handout were highlighted in blue. This included removal of some city code sections as they related to bicycles in exchange for a section devoted to bicycles (Part 21). Craig emphasized the new sections of Part 21. The goals of the proposed code changes are to simplify the enforcement and education of bicycle laws, to improve safety. First reading of the proposed city code changes will be (was) presented to City Council on September 15 (information available here:

http://citydocs.fcgov.com/?cmd=convert&vid=72&docid=2560657&dt=AGENDA+ITEM&doc_download_date=SEP-15-2015&ITEM_NUMBER=13)

The top 7 “Codes” (FCTC 2101 – FCTC 2107) are a priority for enforcement and education initiatives (outlined in the link above).

- Craig presented a quick handout of these codes that can be used when enforcing new ordinances and educating others.
- Fines associated with all bicycle infractions are proposed to be a consistent \$50. The Bicycle Traffic Citation Course will remain an option for prosecutors to offer to defendants receiving bicycle violations, reducing the fine.

Craig asked for further suggestions (changes) from BAC members regarding these new ordinances.

The Fort Collins Police Services in partnership with FC Bikes will implement the next Ride Smart Drive Smart Campaign beginning Sunday, September 27th through Saturday October 3rd. (*dates have since been changed to mid-late October, once the ordinance has been adopted*). The initiative focuses on improving safety.

- Focus will be on both cars and bikes.
- Focus will be on intersections in target locations where more than 80% of bicycle versus vehicle collisions occur.

Q&A:

Question about Code #3 – (*Always ride as far to the right of the roadway as you are safely able*)

- Although this code may sound obvious, Craig explained that the provision is used to encourage riders to not ride on the wrong side of the road, or facing traffic.

Question about Code #6 - (*Yield and give an audible signal to pedestrians on sidewalks and trails*)

- Could Code #6 be changed to include audible signal when passing, including passing cyclists?
A. This change will be taken into consideration
- Could Code #6 include riding on streets as well?
A. State law discourages inclusion of streets.

Q. Are these FC laws being discussed with Larimer County and CSU organizations?

A. The changes would occur as a City ordinance and so it has not been coordinated with CSU/County regulations.

- Ragan suggested that collaboration with County and CSU should be a focus.

Q. Lt. Horton was asked if the Fort Collins Police presence at the August Bike Festival was of value. He mentioned that he would share lessons learned (by FC Police) at a future meeting.

Open Streets 2015 (Nick Heimann)

Nick Heimann of FC Bikes provided a thorough update of the upcoming Open Streets event, September 20th. Approximately 1.5 miles on Remington Street (between Lake and Mountain) will be filled with activities, so consider riding a bike to experience it all.

Event Goals

- Encourage active, sustainable transportation.
- Promote a culture of health & well-being.
- Increase awareness and acceptability of streets as public facilities with multiple uses.
- Build community by engaging residents of all ages, abilities and backgrounds.
- Promote economic vibrancy by engaging local businesses.

Highlights:

Nick shared about the Open Streets car free initiative that happened on West Elizabeth Street in June 2015.

- Over 7,000 participants walking, biking, roller-blading throughout the West Elizabeth corridor
- Southern routes are being suggested for future.

Results:

- Participation is increasing (approximately 2000 participants in 2014)
- Support is strong for Open Streets events (adjacent existing businesses can benefit), no tent sales are allowed.

- Economic impact estimated between \$69K and \$96K (June 2015) according to participant surveys.
- Active people, engaging throughout the route, learning potential routes for commuting (testing in Open Street environment).

What's Next for September 2015 event:

- Looking for Sept 20 sponsors and volunteers
- Looking for pedometers to hand out during event
- Mimicking partnership from Campus West by adopting/promoting the PFA Fire Festival
- Highlighting the Remington Greenway project

Planning for Future Open Streets Routes in 2016:

- Route 1-2 miles in length
- Limited impact to neighbors
- Adequate detour routes (open to cross traffic)
- Local business and attractions nearby

Questions for BAC

1. Do we replicate routes
 - o Replicating drives the energy of neighborhood energy and repeat attendees.
2. New route suggestions?
 - o Ragan suggested Centre Avenue from Prospect South to Shields. Highlight Gardens at Spring Creek, etc.
 - o Mason street between Horsetooth and Harmony (incorporate MAX)
 - o South FC – liked Oakridge (McMurray and Boardwalk)
 - o Westbound Mountain Ave (previously closed due to construction)
3. Time frame: pros and cons?
 - o Halloween is on Saturday this Year. Consider Open Streets event in conjunction. Nick mentioned that Sundays are often chosen, but transit doesn't operate on Sunday (may need to be a future consideration).
4. What would you like to see at Open Streets?

Chair Cranmer expressed concern regarding the length (1-2 miles) of the events in 2015. There were several dead spots in this length of routes. Walkers and families saw it as being too far distance to cover.

- Nick talked about increasing hub sizes and minimizing necessity to cover full distance.
- Tessa mentioned that average distance of events like these is typically 3-4 miles.
- Todd suggested importance of “right sizing” the event. Nick talked about different shapes and lengths of routes in comparison to one another.

Chair Cranmer felt the transportation focus of the Open Streets events has missed other possible connections. Has FC Bikes considered partnerships with others like Neighborhood Services, City Venues (Parks & Recreation), varied demographics. Nick talked about outreach mailings and publicity, and extensive collaboration with different city departments..

“Grab your friends and family and join us in September.”

<http://www.fcgov.com/openstreets/>

(Questions or more ideas, reach out to Tessa or Nick directly)

Mason Street Restriping (Tessa Gregor)

Tessa quickly presented an overview of the Mason Street restriping project. Input on what has been done and what has yet to be implemented was requested from BAC members present.

Goals for this portion of the FC Bike Plan include to:

- Improve comfort and safety
- Provide consistent and dedicated bicycle facility (5' minimum bike lanes)
- Establish corridor striping that is intuitive
- Limit impact to on-street parking as much as possible

Proposed design of Mason restriping:

- Buffered bike lanes along half of corridor
- Traditional bike lanes where constrained
- Intersection approach includes shared lane markings in right turn lane; right turn signs changed from buses exempt to “buses & bicycles exempt”.

The buffer is typically on the travel lane side of the road. Preferred between moving cars and bike lane. In some areas the buffer might be between the parking lane and the curb. Opinions?

- Consistency is important for flow of traffic and bicyclists
- Door zone conflicts are also being considered.

- Priority should be given to bicycle, pedestrians etc.

Q&A:

Q. Have “No right turn on Red” signs been considered?

Q. Were businesses supportive of loss of parking spaces (on Laurel)?

A. Since the project has been completed, nothing has been heard in the negative. Follow-up will be made as part of the evaluation process.

Q. Todd asked if Mason striping project is on the FC Web site?

A. No not at this time, but it will be.

Statements:

Ragan mentioned that the original Mason Corridor concept was to be only pedestrian, bikes, and bus traffic. The introduction of cars was added later.

Patrick mentioned how the restrictive left turn access on College impacts Mason vehicle traffic.

Todd commented that the success of project design includes collaboration with all boards, businesses (parking spaces), and property owners. Mason Street is a complex area for design and implementation. Barriers and/or spacing is needed between bikes and cars.

Several participants felt consistency in patterns and design is a key. Simple stripes are preferred.

Laurel Street Bike Lane Project – Tessa Greegor

Tessa was asked to provide a brief update of the Laurel Street Bike Lane Project.

She mentioned there will be a 1-year evaluation period. Data reviewed will include:

- Safety, behavior and ridership data (pre and post)
- Feedback from users, and adjacent businesses via surveys

Pro Challenge (Patrick McCarty) At Large member

Chair Cranmer asked Patrick to provide his opinions on the August 2015 USA Pro Challenge events. He stated that there was good participation, however less spectators than last year. As a cycling team coach, he felt the event was well organized and supported.

It was understood that a rogue train was within 1 mile of race course, which was resolved. Patrick mentioned that this is not uncommon in Europe and can be addressed with racing rules.

STAFF REPORTS/ANNOUNCEMENTS

Tessa and others expressed that the August 19th Pro Challenge Kickoff Festival was a great success.

- Great partnership
- Great participation and location

MEMBER REPORTS

Joe Halseth – No mosquito spray was performed in August, due to weather conditions.

Chris Hunt (PSD)/Nancy (Safe Routes) – Bike field trips are being conducted by schools this fall. Be on the lookout for elementary aged trips.

Ragan Adams (Parks and Recreation Board)– nothing to report

Ed Ossello – Ed expressed that he experienced a smaller number of Pro Challenge participants than last year (1/3 as many). He spoke with over 125 attendees regarding the Bike Ambassador Program and bike safety. This is Ed’s last meeting with BAC. He is resigning and planning to travel with his wife for several months or years.

Greg Oakes (Transportation Board) – Greg listed off agenda items from the last Transportation Board meeting that he was not able to attend. A new PDT director has been appointed, Laurie Kadrich.

Mark Houdashelt – nothing to report

Todd Dangerfield (Old Town Square) – A lot is happening for the Old Town Square construction. The north end is taking the longest. Paving underway, over 2/3rds finished at this time. The new stage canopy is in place. The canopy has made a wonderful new addition without impacting the view corridor for the entire square. Several other features are taking shape.

Downtown businesses are experiencing festival overload. Todd suggested that any future festival tents should consider business access.

Sylvia Cranmer (Chair and Member at Large) – Sylvia updated attendees on the “*You know me, I ride a bike*” campaign. She asked for feedback on billboards around town and on buses. Short spot announcements are also running as trailers at the Lyric.

- Cathy suggested Public Service Announcements, radio spots as well.
- Sylvia suggested “Liking”, “Tweeting” etc. these campaign publications (announcements) when seen (heard).

NEW BUSINESS/FUTURE AGENDA ITEMS

Todd Dangerfield requested that the Bike Share program be discussed at a future meeting.

ADJOURN

Motion to adjourn at 8:10 p.m. unanimously approved.

The next BAC regular meeting is Monday, September 28, 2015 (*Since rescheduled to October 5*).