

# Bicycle Advisory Committee (BAC) Meeting Minutes

January 25, 2016, 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 Greegor	970-416-2471

### **COMMITTEE MEMBERS PRESENT**

Joy Childress, Colorado State University  
Todd Dangerfield, Downtown Development Authority  
Bruce Henderson, Parks and Recreation Board (alternate)  
Chris Hunt, Poudre School District  
Chris Johnson, Bike Fort Collins, Director  
Kelly McDonnell, Bicycle Pedestrian Education Coalition  
Ryan Nicholson, Fort Collins Bike Co-op  
Greg Oakes, Transportation Board  
Edward Reifsnnyder, Land Conservation & Stewardship Board

### **AT LARGE MEMBERS PRESENT**

Cathy Busch-Kinkaid  
Sylvia Cranmer, Chair

### **ABSENT**

Ragan Adams, Parks and Recreation Board  
Joe Halseth, Natural Resource Advisory Board  
Mark Houdashelt, Air Quality Advisory Board  
Patrick McCarty, Member at Large

### **CITY OF FORT COLLINS STAFF PRESENT**

Tessa Greegor, FC Bikes Program Manager  
Nancy Nichols, Safe Routes to School Coordinator  
Pete Wray, Aaron Iverson, Ryan Mounce, and Clay Frickey of FC Planning Services

### **GUESTS and CITIZENS PRESENT**

Will Hickey, Citizen  
Sara Kamlade, Citizen  
Ted Manahan, Citizen  
Kristi Savig, Recorder

### **CALL TO ORDER**

The meeting was preceded with dinner provided by Spoons (5:45 – 6:00), and called to order by Chair Cranmer at 6:01 p.m.

## **AGENDA REVIEW**

Chair Sylvia Cranmer briefly introduced the presentations and speakers scheduled for the evening and the Agenda planning to wrap up meeting quickly by 7:15, so members could attend the Downtown Plan Open House.

## **PUBLIC COMMENT**

No public comments were made at this meeting.

## **APPROVAL OF MINUTES**

A motion was made and passed to approve the minutes of November 23rd, with the following changes to the CSU Member Report (page 9). Four (4) members abstained as they were not present on November 23.

- Chair Cranmer clarified that "It would be great if BAC members could participate, when available, in the CSU stadium access meetings."

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

Chair Cranmer introduced and provided a copy of the Bicycle Advisory Committee (BAC) Work Plan for 2015. The mission and advisory functions of the BAC were briefly summarized and members present were asked to submit any desired Work Plan changes or additions they may have to Tessa Greegor ([tgreegor@fcgov.com](mailto:tgreegor@fcgov.com)) before February 8<sup>th</sup>. Tessa and Chair Cranmer will compile feedback for the Draft 2016 Work Plan, and present it again to the BAC for discussion at the February 22<sup>nd</sup> meeting.

## **ACTION ITEMS**

None mentioned.

## **DISCUSSION/INFORMATIONAL ITEMS**

### **Old Town Neighborhoods Plan (Pete Wray., Ryan Mounce., and Aaron Iverson)**

Ryan and Pete provided a Power Point presentation and overview of the transportation elements of the Old Town Neighborhoods Plan that will be going to FC City Council for approval this summer. BAC input and comments regarding the draft plan and bicycle related concerns were provided during the meeting (see presentation notes and Q&A below). Pete asked if the BAC would be willing to provide a recommendation for the final plan to the City Council before June 2016. Chair Cranmer agreed to consider writing a BAC recommendation, however asked that the City Planners present the final draft transportation components again to the BAC before the end of May.

### **The Old Town Neighborhoods Plan Update**

- Combined update of the East Side Neighborhood Plan (1986) and West Side Neighborhood Plan (1989)
- New study components: transportation, compatibility, sustainability
- Establishes an updated neighborhood vision

Study Area – East and West sides of Old Town and Arterial Corridors (primarily Mulberry & Shields)

### **Timeline:**

- Phase 1 – Existing Conditions & Issues
- Phase 2 - Visioning

### **Phase 3 – Plan Framework & Corridor Options (Current place on timeline)**

Phase 4 – Policies & Strategies

Phase 5 – Implementation and Adoption

#### Transportation Elements of the Old Town Neighborhoods Plan

- Study conditions, trends, and opportunities in the neighborhoods
- Investigate Mulberry and N. Shields arterial corridors
- Utilize recently adopted plans and policy (e.g. Bicycle Master Plan)

#### Stakeholder Feedback

- Improve bike/pedestrian infrastructure
- Safety and Convenience for all modes of travel
- Intersection improvements
- Spillover parking near downtown and CSU

#### Three priorities were expressed at the City's December 9, 2015 open house event:

1. Neighborhood Greenways
2. Mulberry Corridor
3. Shields Corridor

**Neighborhood Greenways** are residential streets with lower volumes of traffic and enhanced bike, pedestrian, and streetscape infrastructure.

- Greenway Types – Existing, High Priority, Medium Priority
- Priority greenways include Pitkin, Magnolia, and Loomis
- Elements including sharrows, bike cut through, shared use paths and aesthetic improvements
- Bulb-out crosswalks, intersection treatments, interpretive signage, wayfinding signage

Pete Wray continued the presentation with a brief definition of **Action Zones** (Short-term/Medium-term/ Long-term, and Intersections that the city is using to define specific areas of change, levels of community input, and additional analysis and planning required. Action Zone areas include internal streets as well as primary corridors.

#### Mulberry – Riverside to Taft (Includes all action zone types)

Looking at volume of traffic in several Action Zones

- Shields and Mulberry intersection
- Public Crossing Mulberry in an efficient manner

#### N. Shields – Laurel to Vine Drive (Short-term action zone)

- 4 lane configuration - improvements
- Right of way issues
- Safety
- Long-term costs

Short term opportunities

- Action areas of change that allow for simple potential improvements and changes that will require final community input

Mid-term Action opportunities

- Areas that require staff and community input to understand trade-offs associated with potential improvements

Long-term Action Zone

- Areas of change that require additional funding and considerations

### **Mulberry Corridor**

- Interest in Bike/pedestrian enhancements
- Improved crossings
- Maintain functionality for vehicles

#### Explore Mulberry & Magnolia Corridor

- Parallel bike route east of City Park
- 4-lane to 3-lane restriping (This was clarified to mean 4-lanes to two travel lanes and a center turn lane)
- Sidewalk crossing enhancements.

#### Magnolia Parallel Route to Mulberry (east of City Park)

- Buffered bike lanes
- Enhance crossing at Shields
- Parking configuration changes

### **Shields Corridor** – Similar considerations to Mulberry

- Bike/ped enhancements
- Improved crossing
- Functionality for vehicles and
- Fill-in the “missing gap” of bike lanes between Laurel and Vine

#### Corridor of Laurel to Mulberry

- Requires changes to lane widths & on-street parking
- Shared Use Paths (8 foot width) south of Mulberry (requires moving curbs in)

#### Magnolia to LaPorte

- Explore reduced lane width and buffered bike lanes north of Magnolia
- Buffered Bike Lanes, 3-lane configuration

#### North of Laporte –

- Consideration of changing on-street parking options

### **Discussion and Q&A**

Chair Cranmer noted the lack of direct (east-west; north-south) parallel routes in corridor areas addressed. She also mentioned riding (and walking) issues where sidewalks are narrow, tilted and dangerous

Pete stressed the Plan’s development of shared city sidewalks in the area. Efforts are also being made to incorporate the 2014 Bike Plan wayfinding and low stress networks into the planning process.

Todd Dangerfield (Downtown Development Authority) also recommended using the CSU and Laurel Street pilot project data to aide future planning decisions and changes.

- Review feedback from all participants (e.g. commuters) and residents

Q. Chris Hunt (Poudre School District) – Are there other arterials that can absorb lane reductions (traffic flow) on Shields?

A. Aaron – Thresholds of traffic volume will be addressed before making final decisions of 4 to 3-lane.

Kelly McDonnel (Bicycle Pedestrian Education Coalition) commented that pedestrian traffic is too heavy on sidewalks between Laurel and Mulberry on Shields. She felt it was a dangerous option to consider sharing the sidewalk.

A. Improvements (8' wide sidewalk/divided) will help issue. Pete understands that this will be constrained and not ideal.

Chair Cranmer added that she felt safer riding on the sidewalk around campus areas on Shields

- Arterials and high density intersections difficult/dangerous to bike in roadway

Joy Childress (Colorado State University) – commented that CSU walkways (even through wide) are proving the increased occurrence of pedestrian and bike accidents.

Ryan Nicholson (Fort Collins Bike Co-op) wanted to speak to traffic calming

- As Fort Collins' biking population grows, he sees a need for smaller lanes and lower speed limits
- Suggestion for Shields and Mulberry, shrink the lanes and reduce the speed
- Ryan prefers to have bikes/pedestrians separate from the roadway

Chris Johnson (Bike Fort Collins) mentioned the perception of safety (e.g. separated paths) and whether it's best to focus our attention there or on overall education.

Chair Cranmer asked if the City could have a roundabout at Mulberry and Shields?

A. There is just not enough room here, unlikely feasible.

Q. What is forecast for implementation of the Plan.

A. Bike improvements (re-striping) will likely be done in the next couple of years. Sidewalk improvements etc. would be several years out.

Q. Is Laporte part of this plan?

A. Not at this time. It was recently striped east of Shields towards downtown.

Pete Wray Question for the BAC and Chair:

- Would the BAC be interested in providing a recommendation of final plan (May 2016) to the City Council in June 2016?
- Chair asked Pete and the planning team to come again with updates to Plan. She might be able to develop written recommendation.

Edward Reifsnnyder (Land Conservation & Stewardship) provided a philosophical comment regarding the encouragement in these City Plans to use something other than cars. His question: "Is there a goal long term to reduce car traffic and make it easier for pedestrians and bike commuters?"

Pete responded that it is difficult to equally balance all modes of transportation. There must be give and take for all modes. The Plan's phasing diagram depicts improvements for all modes as this point.

Aaron Iverson added:

- The City sees it as a balanced approach for all modes of transportation.
- The Plan looks at bringing up bike and pedestrian levels of service to more reasonable levels of service.
- The 2014 Bike Plan seeks to see 20% of commuters using bicycles by 2020.

### **Pitkin Bikeway Project Introduction (Tessa Greegor)**

Tessa Greegor, FC Bikes Program Manager introduced the initial planning outline for the Pitkin Bikeway project. Several copies of the Pitkin Bikeway February 3rd Public Open House flyer were made available for BAC members to distribute to those who might be interested. Tessa also asked that members share with email lists and contacts.

- City awarded \$741,00 Transportation Alternatives program grant to design and construct four miles of the Pitkin Bikeway (from Overland Trail to Riverside)
- Opportunity for innovation
- Project Manager - Dan Woodward – City of FC – Engineering

### **2014 Bicycle Master Plan**

2020 Low stress network

Pitkin is major east-west route across the City (Overland to Riverside)

Challenging arterial crossings

Timelines:

- Design and Public Outreach Jan - Feb
- Final Design and Public Outreach Feb-June
- Construction & Education- June-Sept

Crossing Improvements

- Taft Hill, Shields, College and Lemay
- Transition, Signals, striping
- Signage

E.g. Shields Street – Offset Crossing

- concept designs will be evaluated with grant funding
- data counts and other projects will be used to evaluate

Pitkin Open House

Wed., February 3<sup>rd</sup>: 6-8pm

UCA Lobby

Hand out flyers to those you might believe have interest.

Another Open House will be held in the spring

February BAC Meeting will include design concepts.

### **Discussion and Q&A**

Although time was running short, Tessa asked if there were any specific BAC comments to consider for the Pitkin Project at this time.

Chris Hunt (Poudre School District) asked if there were other offset intersections to serve as an example Tessa mentioned and described the Heatheridge to Lynnwood Drive offset changes made and how bikes and pedestrians now can navigate the Prospect Crossing via traffic light and sidewalk access. This is a fairly new part of the Low Stress Network planning. Time will tell of its effectiveness.

## **STAFF REPORTS/ANNOUNCEMENTS**

Tessa shared her excitement for Zagster (contractor awarded the bike share plan) company representatives coming to Fort Collins the week of January 25<sup>th</sup> to share and develop details for the forthcoming bike-share plan changes.

## **MEMBER REPORTS**

In consideration of time and the Agenda plans to adjourn the meeting early, the Chair asked if any members had information to share.

**Greg Oakes (Transportation Board)** – The Transportation board went to the Snow Operations center open house. Priority snow removal arterials were discussed. Greg encouraged the BAC to go there, see operations, and hear presentations. (request a presentation)

- Greg saw some concerns over snow removal on Priority 2 level bike arterials.
- Bike parking structures on street (downtown), and Laurel street buffering lanes making snow removal difficult.

**Chris Johnson (Bike Fort Collins)** Chris encouraged meeting participants to mark their calendars for the upcoming vella swap sponsored by the Rio Grande Mexican Restaurant and Bike Fort Collins. RioSwap 2016 will take place on Wednesday March 2<sup>nd</sup> at the Rio.

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

Look at the 2015 Work Plan. Get any comments or input to Tessa ASAP so it can be discussed at February meeting.

## **ADJOURN**

BAC members were notified that the meeting would end early, around 7:15p.m. in order for participants to attend the Downtown Plan Open House, occurring 6 to 8:00 p.m. at the Rio.

Joy motioned to adjourn. The motion was seconded and unanimously approved. The meeting adjourned at 7:21p.m.