

Bicycle Advisory Committee (BAC) Meeting Minutes  
November 28, 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**

Ragan Adams, Parks and Recreation Board  
Luke Caldwell, Natural Resource Advisory Board  
**Sylvia Cranmer, Chair, Colorado State University**  
Todd Dangerfield, Downtown Development Authority  
Mark Houdashelt, Air Quality Advisory Board  
Chris Hunt, Poudre School District  
Chris Johnson, Bike Fort Collins  
York, Transportation Board

**AT LARGE MEMBERS PRESENT**

Cathy Busch-Kinkaid, At Large Member  
Terri Marty, At Large Member  
Patrick McCarty, Vice Chair, At Large Member

**ABSENT**

Annabelle Berklund, Transportation Board (alternate)  
Aaron Buckley, Fort Collins Bike Co-op  
Bruce Henderson, Parks and Recreation Board (alternate)  
Edward Reifsnnyder, Land Conservation & Stewardship Board  
Greg Wells, Senior Advisory Board

**CITY OF FORT COLLINS STAFF PRESENT**

**Tessa Greegor, FC Bikes Program Manager**  
Amy Lewin, FC Moves  
Tracey Lipfert, FC Moves  
Nancy Nichols, Safe Routes to School Coordinator  
Pete Wray, FC Planning Services, Senior City Planner

**GUESTS and CITIZENS PRESENT**

CSU Students: Jordan Bayless, Sabrina Gonzalez, and Cassandra Palmer  
Kristi Savig, Recorder

**CALL TO ORDER**

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

## **AGENDA REVIEW**

The Chair acknowledged the city staff presenters scheduled for the evening. The Old Town Neighborhoods Plan (Old Town Neighborhoods Plan) and Downtown Plan presentation will likely require action items related to BAC support of these plans. Discussion follows on the topics of Bike/Pedestrian Counts for 2016 and parking and bike lane traffic code amendments.

Calendar items will be discussed later in the meeting. Reminder that the transportation board and round table reports/announcements are first on agenda in the case anyone needs to leave early.

## **PUBLIC COMMENT**

Three CSU students were present to observe for a Civics assignment. No public comments were made.

## **APPROVAL OF MINUTES**

Chris Hunt (Poudre School District) motioned to approve the minutes with a slight change of the word buffs (page 6, question #3 regarding promotional gear) to neck gaiters. The motion was seconded and approved by BAC members present. Two (2) members abstained who were not present at the October meeting.

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

As requested Tessa Gregor (FC Bikes) has some data to share regarding Bike Share usage numbers (see Staff Reports). A thorough summary will be provided at the January 2017 meeting.

## **BAC REPORTS/ANNOUNCEMENTS**

### **Transportation Board Report (York, FC Transportation Board)**

York provided BAC members his highlights of the Wednesday, November 16<sup>th</sup> T Board monthly meeting.

- I-25 Update – It is looking good for I-25 to be expanded to 3 lanes (north and south bound) from Highway 14 (Mulberry) on the north to Highway 402 (south of Loveland) on the south. This expansion will raise I-25 by 18 feet where it goes over the Poudre River, allowing space for the Poudre trail connector under the interstate. The Prospect/I-25 exchange will also be redone (upgraded) during this construction. The goal, given planned funding is to complete this work by 2020.
- The Transportation Board also had presentations on the Old Town Neighborhoods Plan and Downtown Plans. T-Board summaries will be mentioned later if needed.

### **Board Member Reports/Comments**

Luke Caldwell (Natural Resources Advisory Board) – NRAB focus has also been on the Downtown Plan.

Chris Hunt (Poudre School District) – PSD efforts underway to support Safe Routes to Schools

Cathy Busch-Kinkaid – Nothing to report

YORK (Transportation Board) –There was no Built Environment Working Group meeting last month.

- York is part of the Coalition for Infrastructure (CFI). This coalition consists of various members who are interested in bicycle and pedestrian issues. They are currently looking at the various plans (e.g. Old Town Neighborhoods Plan) and making comments.
- Super issues meeting for Fort Collins Boards and Commissions is scheduled for Wed. Nov 30<sup>th</sup>. Community issues, feedback session on broadband, diversifying funding sources, and Road to 2020 for Climate Action Plan will be discussed.
- Check out the new Pterosaurs exhibit at the Museum of Discovery.

Patrick McCarty (At Large Member) – Attended dinner/bikes event at Wolverine Press – short bicycle inspired films about Groundswell movements.

Chris Johnson (Bike Fort Collins) – Chris also attended Elly Blue (Bikenomics) presentation regarding Groundswell movements related to bike culture across the country. New Bike Fort Collins board members will be announced in January 2017. Save the date: March 23, 2017 - Bike FC and Built Environment are hosting a forum at the Budweiser Event Center (Sponsored in part by the CDPHE grant).

Todd Dangerfield (Downtown Development Authority) – A synthetic ice rink was recently installed in Old Town. The recent Downtown renovation brought need for this new leased synthetic type rink. The City will have the opportunity to purchase rink if they wish to retain ownership. Hockey skates are recommended. \$1.00 to skate / \$2.00 to rent skates. Santa's Workshop also set up in area.

Mark Houdashelt (Air Quality Advisory Board) – talked about Downtown Plan at last meeting.

Sylvia Cranmer (Colorado State University) – Campus Bike Advisory Committee recently discussed the following at their last meeting.

- Carol Doddard talked about EV ready bike shelters (lights, locks, etc.). Solar incentives and partnerships with city are being considered to save money on ongoing costs.
- Shields underpass was discussed. The plan is to open underpass by Fall 2017.
- Winter Bike to Work Day discussed.
- Online Bike Curriculum (forward any questions you have on this to Tracey Lipfert). The goal is to get all incoming freshman to take this as a required curriculum. CSU and City feedback continues to shape final product.

Ragan Adams (Parks and Recreation Board) – Congrats to the developer of the new mobile app that shows what trails are open or closed. App provides continual updates. *NoCoTrailReport*

Terri Marty (At Large Member) – Looking at bike related trauma data (from emergency rooms). Some data summaries will be reported in near future. Terry also looking at possible University Health (PVH) funded opportunities for bike related initiatives.

## **ACTION ITEMS**

### **Old Town Neighborhoods Plan (Pete Wray, Fort Collins Planning Dept.)**

Pete Wray provided a Power Point presentation, highlighting the transportation elements of the revised Old Town Neighborhoods Plan. The Plan is currently undergoing Public Review November 7, 2016 – December 11, 2016, and the final draft will go before City Council in February 2017.

Transportation highlights of the presentation and responding BAC discussion and questions follow below.

In conclusion, the Planning Staff (Pete Wray) requested a recommendation from the BAC in support of the Plan's adoption. Luke Caldwell (Natural Resource Advisory Board) made a motion for the BAC to support the Old Town Neighborhoods Plan as presented this evening, November 28<sup>th</sup>. Ragan Adams (Parks and Recreation Board) seconded the motion. The motion passed with eight members in favor, one opposed, and one abstention. With the Chair's input, York will add the BAC's recommendation (as presented) to the Transportation Board's letter of support.

Overview –

- Combined update of the East Side Neighborhood Plan (1986) and West Side Neighborhood Plan (1989)
- Addressing new and emerging issues
- Updated neighborhood vision, plan framework, and policy guidance.
- Includes implementation recommendations (last presented to BAC in January 2016)

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

Connected Vision – Neighborhoods integrated into the community with safe and convenient travel options.

Connected Policy Directives –

- Pursue opportunities to enhance the safety and convenience of arterial street crossings (e.g. West Mulberry and North Shields Street).
- Improving intra-neighborhood travel for bikes and pedestrians, as well as convenience of transit throughout the neighborhoods.
- Monitoring and promoting changes in residential parking and transit plans

Pete pointed out there are both opportunities and challenges with improvements, especially in enhancing bike and pedestrian infrastructure along Mulberry & Shields streets and intersection(s) while maintaining appropriate vehicle levels of service.

- Transportation aspects support existing Bike Master Plan (future greenways)
- Magnolia east/west parallel route
- Travel through neighborhoods

Arterial Corridors – Strategies

- High traffic volumes (Shields and Mulberry), areas difficult to improve with limited right-of-way space available
- Working within framework of space available and short or medium-term implementation plans
- Coordinate with existing plans and programs

Segment Conditions (Discussion centered on Mulberry/Shields Street Corridors)

- Where is the appropriate transition point on Shields going north, to improve bike and pedestrian lanes/sidewalks?
- Short Term – leveraging existing pavement and striping work on North Shields (likely north of Magnolia). Improved crossing at Shields and Magnolia.
- No near-term capital projects planned between Laurel and Mountain and Laporte streets.

Chair Cranmer felt the ground zero area needs to be resolved first. That being the Mulberry and Shields area. This would likely be a long-term project.

Mulberry Segments - concepts

1. Taft Hill to City Park Ave (4-lane to 3-lane conversion)
2. City Park Ave to Riverside Ave (4 travel lanes remain, complete missing sidewalks, crossing enhancements)

Alternative Options - Magnolia Parallel Route

Shields Segments (exploring lane width adjustments and sidewalk widening) - concepts

1. Laurel St to Magnolia St
  - o Potential for wide sidewalks and narrower lanes (likely still 4 total)
2. Magnolia St to Mountain/Laporte Ave (lane adjustments, new center turn lane, bike lanes)
3. Mountain/Laporte Ave to Vine Dr. (lane width and parking adjustments, new bike lanes)

Public comment about considerations for shared sidewalk on one side of street and only bikes on other side of street. Limited in width and safety concerns for shared sidewalks.

#### Intra-Neighborhood Travel

- Strategies: Improve bike/pedestrian travel, monitor parking conditions, support and utilize existing programs
  - Sidewalks: continue with construction and repairing sidewalks
  - Neighborhood Greenways. Incorporating similar features as with Remington Greenway treatments
  - Crossings: exploring alternatives to improve crossings, especially overlapping with greenway routes
- Comment to limit street parking further to enhance bike-lane improvements.

#### Near Term Implementation

- Coordinate with North Shields Street resurfacing (2017)
- Shields/Magnolia Street bike/ped signal
- Annual funding for sidewalk repair/construction
- Ongoing Bike Plan implementation

The Planning Staff is asking BAC to forward a recommendation to City Council via T Board to consider adoption of the Old Town Neighborhoods Plan. In response to this request, the Chair asked BAC members present how to move forward with bike/pedestrian related aspects of the Old Town Neighborhoods Plan.

- Ragan suggested "Saluting plan for taking transportation and connectivity into consideration".
- York mentioned that the Transportation Board had completed a draft letter of support of the Old Town Neighborhoods Plan as presented at the T-Board's November 16<sup>th</sup> meeting. York offered to add the BAC's support to this letter as well.

Motion and results are noted above in presentation summary.

#### BAC Old Town Neighborhoods Plan Review/Discussion, Q&A

Mark (Air Quality Advisory Board) asked, are you considering any type of pedestrian counts in these trouble areas? Pete responded that feedback from meetings etc. is being considered. Chair Cranmer also discussed community involvement and surveys.

Mark also suggested that alternate routes reduce the amount of stop signs. This could increase potential for use of those alternate routes.

Luke Caldwell – Suggested the city create a baseline to determine how these past and future improvements change bike/pedestrian usage and experience.

Chair Cranmer – expressed that safest way to get through Shields and Mulberry area is to use the sidewalks in the area. Cars are not looking for cyclists while maneuvering intersection. Pete noted that intersection redesign is expensive and requires right of way access considerations.

Ragan Adams - asked if Mulberry was considered a state highway. Answer is only to Riverside (Hwy 14 overlap). Not west of there.

York asked how many (percentage and/or miles) of sidewalks did not meet safety standards. There is quite a bit of money needed to bring current sidewalks up to standards. The Old Town Neighborhoods Plan is a small assessment of these needs.

If a Bike Path is placed onto a sidewalk is the city or the homeowner responsible for shoveling the sidewalk? The answer is it depends...

- If Capital project on an arterial, it is staff's understanding that the City would provide shoveling based on snowplow coverage.

Todd Dangerfield (Downtown Development Authority) suggested that future improvements made in the area should NOT be made at the expense of pedestrians. Let's look at automobiles as zones for changes.

### **Downtown Plan (Amy Lewin, Bike Fort Collins)**

Amy last presented transportation related aspects of the Downtown Plan in June 2016. Tonight's presentation, addresses the Draft Plan's latest rendition with final ideas. This presentation and the BAC's feedback is part of the plan public comment period, November 7 – December 11<sup>th</sup>. Information and concerns received will be used to revise the Downtown Plan prior to its presentation to the City Council, February 2017.

Discussed transportation highlights of the downtown plan are summarized below.

Following the presentation's question and answer period, Cathy Busch-Kinkaid (At Large Member) motioned to approve the BAC's support of the Downtown Plan, provided the following noted language would be included in the BAC's support letter:

- The BAC supports the Downtown Plan as the right way to proceed.
- If (or as) additional changes or updates of plan are made, the BAC would like a chance to evaluate and update its support again prior to the February 21<sup>st</sup> City Council review.
- The BAC would like to see less emphasis on single occupancy vehicle transportation moving forward. In turn better meeting future climate action plans, decreasing vehicle miles traveled, and decreasing vehicle impacts.

The motion was seconded and passed unanimously.

### **Overview**

The Downtown Plan guides programs and projects, regulations, funding, infrastructure investments, development patterns, and character and identity.

It will go to City Council in February for final approval.

- Community Engagement portion of public review has covered a broad base of people via open houses, workshops, and online questionnaires to mention a few.

Working Groups – consisted of 6 topic areas with lots of overlap

- Arts & Culture
- Downtown Management
- Energy & Environment
- Market & Economy
- Transportation & Parking
- Urban Design

Focus areas of the Plan covers several Character Subdistricts

- Innovation Subdistrict
- Poudre River Corridor

- River Subdistrict
- Lincoln Corridor
- North Mason Subdistrict
- Civic Subdistrict
- Canyon Avenue Subdistrict
- Historic Core Subdistrict
- Campus North Subdistrict
- Entryway Corridor

Draft Plan Timelines

- Nov 7 – Dec 11 Public Review
- Dec 12-Jan 31 – Revise and finalize plan
- Feb 21 City Council

Renewed Vision for Downtown – Transportation & Parking

- Transportation options and putting pedestrian first considered.
- Future increases in biking and walking
  
- Getting to/from Downtown – providing a network of choices, including Enhanced Corridors premium network, Low Stress Bike Routes, etc.
- Seamless Transportation Options – e.g. parking garage to transit stop to bike share
- Transportation Communication – real-time information, marketing, and more

Highlighted Transportation Principles

1. Multimodal options, addressing more people biking and walking
  - Keeping sight of existing plans and implementation
  - Leveraging other projects to address overlapping areas
  - Downtown-specific transportation improvement funding
  
2. Manage parking facilities
  - Bicycle parking – Develop a Bike Parking Management Plan
  - Balance on-street bike parking
  
3. Communication
  - Wayfinding, signage
  - Employers (e.g. Climate Wise connections)
  - Marketing
  - Real-time travel information

BAC Plan Review/Discussion, Q&A

Amy posted a few specific questions for BAC participants to consider.

Comment - The Plan’s vision makes transportation a priority, however it does not further define the transportation options within that priority. For example are buses most important, biking, or motor vehicles? The plan is to guide future development and future priorities. Consider means to allocate resources.

Amy responded that the Vision statement was written with multi modal emphasis

- Downtown emphasis would be pedestrian
- Getting downtown would be transit and Low Stress Bike Network

Ragan Adams responded to the discussion with the following quote: “Tyranny of the “OR” versus the genius of the “AND”. She urged members and city staff to consider at another time how we balance setting priorities versus looking to serve all aspects of transportation modes.

Todd Dangerfield felt the Plan aligned with city budget and department emphasis.

Luke Caldwell asked – How much interaction does the downtown plan have with the Old Town Neighborhoods Plan, in respect to introducing mode shifts in “getting downtown”?

Amy noted this concept is addressed by the “Getting to/from Downtown” priorities. Amy added that the Plan also addresses areas outside the Plan area. Establish access to transit and other modes to get into town.

York suggested the plan address limited Fort Collins space and resources long term, and how to accommodate future growth and continued access.

Todd mentioned that the DDA is suggesting value-based on-street paid parking, to adjust parking behaviors.

Q. Could funds derived from parking revenue offset bus costs?

A. Amy mentioned that decisions are yet to be made on how to spend such revenue.

Q. Does the plan address safety improvements for pedestrians, bikers, etc.?

A. The plan sets up a to do list with safety considered throughout.

Mark Houdashelt - Consider the fact that changing access to downtown might drive people to other areas of region.

Mark also mentioned that the Air Board did not see the Plan meeting Climate Change goals by 2030.

- Amy responded that the Plan is primarily focused ~5 years out. Another review of the plan, now or later will need to further address Climate Change goals.

## **INFORMATIONAL/DISCUSSION ITEMS**

### **2016 Bicyclist and Pedestrian Counts (Tracey Lipfert, intern with FC Moves)**

Tracey Lipfert provided a quick update to BAC members and guests on the September 13, 15, and 17<sup>th</sup> 2016 Bicyclist and Pedestrian Counts analysis results.

An 11/21/16 draft infographic summarizing the data was handed out to all BAC participants. The Infographic summary identified total counts on-streets and trails, as well as helmet use and gender identification.

#### Count Process Overview

- 26 count locations were monitored by volunteers and automated traffic counters on Tuesday, September 13; Thursday September 15; and Saturday September 17. Morning afternoon and evening time periods.
- Bicyclists, Walkers, Runners/joggers, e-bikes, and other categories were counted
- Intersection count details included lane usage and directional changes

#### Trail Counts

Highest 2-hour trail counts by Mode

- All Users – Thursday the 15<sup>th</sup>, Spring Creek Trail & Lilac Park (303 counted)
- Bicyclists – Saturday the 17<sup>th</sup>, Spring Creek Trail & Lilac Park (231 counted)
- Pedestrians – Saturday the 17<sup>th</sup>, Spring Creek Trail & Lilac Park (102 counted)

These high counts all occurred during the time-period Noon to 2:00 pm.

Weekday averages by time-period shown: Lower averages than past years might be due to Tuesday being a rainy day.

Mode Split still consistent with past years at 70% bicyclists and 30% pedestrians

Helmet use was 64% overall (on trails), with less usage counted at intersections.

#### Gender Split

- More women bicycling on weekend than weekdays
- Bicyclist trends still consistent with past years with 38% female and 62% male
- Pedestrians overall 50-50 split, female-male

e-bikes represented <1% of counts (9 observed on trails, 5 at intersections)

#### Automated Trail Counter Validation

- Volunteer counts are consistently higher than automated counters results.
- Group traffic issues continued in 2016 with automated counters.
- Tracey did make some adjustments with Mason/Spring Creek Trail counter for 2016 count days

#### Bicyclist Intersection Counts on Tuesday and Weekend

- Laurel and Mason – Highest for all weekday counts (7-9a, 12-2p, & 5-7p) (121, 168, 269 respectively)
- Mountain & Mason – Highest weekend count (12-2p), 281

Intersection Helmet use overall at 38%.

#### Safe Routes to Schools Surveys were conducted on these same days in September

- March, May, & September 2015... 76 forms submitted
- During Bike Counts in 2016... 177 tally form submitted
- Helpful information to look at demographics of school specific counts.

#### Next Steps

1. Sharing/reporting data
2. Automated counter validation
3. Develop annual estimates of trail use
4. Expand SRTS to High School surveys

#### Discussion, Q&A

Q. How does trail count get used? A. Data used to adjust (pinpoint) trail improvements, grants etc.

Ragan Adams asked how much money is put into encouraging helmet use and women cycling?

- Tessa mentioned that encouraging women ridership and helmet use is integrated throughout FC Bikes program (e.g, building out the low-stress bikeway network, women cycling education etc.).
- Amy Lewin pointed out the CSU online course and emphasis placed on helmet usage there.

Luke Caldwell mentioned that it would be interesting to see the number of people using helmets rather than just the percentages.

#### **Proposed Traffic Code Amendments – Parking in Bike Lanes (Tessa Greegor, FC Bikes)**

Tessa presented an update on the traffic code amendments, which would also be presented to the Transportation Board and ultimately City Council.

Traffic Code – Part 1204 was reviewed in respect to stopping, standing or parking prohibited in specified places. FC Bikes met with legal, police, traffic, and department staff about interpreting the codes as it relates to parking in bike lanes. It was found that the existing Code does not clearly specify that you cannot park in a bike lane. The proposed code change will explicitly state that it is illegal to park in a bike lane.

Todd Dangerfield indicated that this issue is prevalent in south Fort Collins – Tessa identified a recent concern along Redwood Street north of Vine.

Enforcement of violators – The best reporting procedure is to call the non-emergency line for police. The *Access Fort Collins* Website can also be used.

## **STAFF REPORTS/ANNOUNCEMENTS**

### **Staff Report (Tessa Greegor, FC Moves and FC Bikes)**

In interest with completing the meeting before 8:30, Tessa provided quick statistics for the FC Bike Share program and updates on current issues FC Bikes is working on.

#### FC Bike Share (operated in collaboration with Zagster) - November Stats

- 91 Bikes, 17 Stations
- 150 trips per week
- Median duration 21 minutes
- Day pass memberships reflect the highest use

Highest station usage is at Odell. Other high use areas include New Belgium Brewery, Linden and Walnut, Downtown Transition Station and Laurel and Mason Station.

#### Low Stress Network

- Cherry and Mason intersection improvements are complete
- Lemay and Swallow jog in low stress network is complete
- The Tavelli project path is complete

The Remington and Lake bicycle counter will be installed before the end of the year. This will provide daily and annual bicycle counts for riders' viewing as they pass by.

Further installation of the Walk and Wheels Skills Hub is scheduled for June or July 2017. A 5-year lease for the Drake and Dunbar location has been secured.

Check out website for Bike Winter events and classes (<http://www.fcgov.com/bicycling/bikewinter.php>)

- Winter Bike to Work Day is December 14th - 7:00am – 9:30

## **NEW BUSINESS/FUTURE AGENDA ITEMS (Planning Calendar)**

The Chair asked present BAC members and Tessa Greegor (FC Bikes) if there was anything that needed to be discussed or addressed before the January meeting. Tessa did not see cancelling the December BAC meeting as an issue. It was decided that no meeting will be conducted in December.

Details for the December 12, 2016 BAC Christmas Party (sponsored by Chair Cranmer) will be e-mailed to participants soon.

Sylvia Cranmer (Chair) noted that she plans to resign as Chair, effective following the January meeting. She will continue in her BAC role as the CSU representative after that date. Patrick McCarty (current Vice Chair) was not intending to take on Chair position. The Chair will send out an e-mail to BAC participants soliciting recommendations for the future Chair position.

**FUTURE ACTION ITEMS**

The Chair and York will complete the BAC's Old Town Neighborhoods Plan and Downtown Plan recommendation statements in accordance with approved meeting motions noted above.

**ADJOURN**

The Chair adjourned the meeting at 8:34 pm.