

**MINUTES
of the
CITY OF FORT COLLINS BICYCLE ADVISORY COMMITTEE**

**May 22, 2017
6:00 p.m.**

**Community Room
215 North Mason Street
Fort Collins, CO**

FOR REFERENCE:

Chair:	Luke Caldwell	
Vice-Chair:	Aaron Buckley	
Staff Liaison:	Tessa Greegor	970-416-2471

BOARD MEMBERS PRESENT:

**Luke Caldwell, Chair, Natural Resources
Advisory Board**

Aaron Buckley, Vice Chair, Fort Collins Bike Co-op
Joe Piesman, Land Conservation and Stewardship
Board
Chris Johnson, Bike Fort Collins
Chris Hunt, Poudre School District
Mark Houdashelt, Air Quality Advisory Board
Todd Dangerfield, Downtown Development
Authority
Patrick McCarty, At Large Member
Alan Beatty, Senior Advisory Board
York, Transportation Board
Sylvia Cranmer, Colorado State University

CITY STAFF PRESENT:

Tessa Greegor
Paul Sizemore

PUBLIC PRESENT:

None

ABSENT:

Bruce Henderson, Parks and Recreation Board
(alt)
Annabelle Berklund, Transportation Board (alt)
Terri Marty, At Large Member
Ragan Adams, Parks and Recreation Board

1. CALL TO ORDER

Chair Caldwell called the meeting to order at 6:00 PM.

2. AGENDA REVIEW

Chair Caldwell reviewed the agenda.

3. PUBLIC COMMENT

None.

4. APPROVAL OF MINUTES

A motion was made by Caldwell, seconded by Aaron B., to approve the minutes of the April 2017 meeting. The minutes were adopted unanimously with McCarty abstaining.

5. FOLLOW-UP FROM PRIOR MEETING/FUTURE BUSINESS

None.

6. TRANSPORTATION BOARD REPORT – Paul Sizemore

Sizemore stated the Board heard a presentation on E-bikes from members of the BAC, discussed the Protected Bike Lane demonstration projects, discussed game day operations for the new stadium, and toured the Traffic Operations facility.

7. COMMITTEE MEMBER REPORTS/COMMENTS

Houdashelt stated the Air Quality Advisory Board expressed interest in the E-bike study.

Beatty stated he regularly attends Council meetings and other senior group meetings. He stated he served on the Transportation Board in the 1990s and was involved in writing the ADA principles out of Washington, D.C. as part of a national blind organization.

Buckley stated the front building of the new Co-op facility is structurally complete and items will be moved into the front building in the next month or two. He stated the Co-op is seeking a permanent, year-round, part-time front desk representative.

Hunt reported on PSD bike trips during the previous week and discussed National Bike Day.

Johnson reported on the second event in the Pathways series which was a professional learning series for planners called the Pathways Speaker Series with Charles Brown, a national expert on transportation equity planning. The series was recorded and is available at www.bikefortcollins.org/pathways. The NoCo Bike Show for May is this Thursday and Bike Fort Collins will be discussing Open Streets, Map NoCo, and the Transportation and City Plan updates.

8. ACTION ITEMS

None.

9. DISCUSSION/INFORMATIONAL ITEMS

• **Laurel Street Pilot Project Evaluation & 2018 Pilot Project Candidates – Tessa Greegor**

Greegor stated the 2014 Bicycle Master Plan created a vision for the 2020 Low-Stress Bicycle Network which is largely comprised of low-volume, low-speed streets. On higher-speed streets, staff recommended the implementation of protected bike lanes through a pilot program. Laurel Street was the first in a series of such pilot projects.

Greegor discussed protected bike lanes, which are also called cycle tracks or separated bike ways. The primary difference between a protected bike lane and a traditional bike lane involves a physical protection or barrier between the bike lane and vehicle lane. These can include flexible bollards, planter boxes, parked cars, curbs, or turtle bumps.

Greeger stated one of the big studies from the Green Lane project by PeopleForBikes related to protected bike lanes and found significant increases in ridership, improved safety, and increases in perception of safety and comfort.

Greeger discussed the Laurel Street project, which runs from Howes to Remington. The goals of the project were improved safety, comfort, and ridership and the project involved different designs and completed a key gap in the city's bikeway network. Ultimately, the pilot program will contribute to the development of a best practice model to implement the projects on a larger scale across the city.

Greeger discussed the outreach, education, and evaluation process which ran from November of 2014 to November of 2016. She showed before and after images of the project and discussed the use of bicycle counters.

Results regarding safety included helmet use, perception of safety, recorded crashes, and sidewalk riding. Helmet use and the perception of safety increased, reported crashes decreased and sidewalk riding decreased.

Comfort was mostly evaluated through intercept surveys and showed a dramatic increase and a less stressful corridor. Ridership data was quite variable; however, it is still being collected and evaluated.

Regarding business impacts, Greeger stated only two surveys were received and there was some concern regarding a loss of parking spaces.

Dangerfield suggested requesting feedback from businesses now to determine changes in attitudes over the last year.

Greeger stated one of the report recommendations is to refine the approach to evaluate economic impacts of the projects.

Feedback regarding the protected bike lane design was generally positive. Shared lane markings were found to be less desirable as were parked cars being utilized as the protection (due to the driveway and roundabout merge). There were also comments about taking left turns out of the bike lane being difficult and that sections of the protected bike lane were too narrow.

Greeger discussed the Streets Department's approach to maintenance of the protected bike lane. There are some challenges relating to snow removal with the bollards.

York asked how the snow removal process works. Greeger replied the snow is being removed from the motor vehicle travel lane into the bicycle travel lane then it is removed from there.

Greeger stated the total installation cost was about \$32,000, part of which was funded by a Kaiser Permanente grant. The maintenance costs were estimated at about \$27,000 for 15 storms over the year.

A boardmember asked if there is a type of removable bollard that could be used. Greeger replied in the affirmative and stated it is mentioned in the report as a possible option; however, as the network increases, it could become cost prohibitive.

Greegor discussed recommendations for both the short- and long-term. Recommendations include extending the protected bike lane toward Shields, better addressing and facilitating left-turn movements, moving the bollards to the outside line, and converting the parking protected bike lane to a traditional or buffered bike lane.

York expressed concern about approaching the roundabout at night.

A boardmember asked what feedback has been received regarding the bike rack on the south side of Laurel between the alley and Remington. Greegor replied it is frequently in use and aids in visibility.

In terms of long-term recommendations, Greegor stated the section with shared lane markings may be addressed, different types of protection for the protected bike lane will be examined to address the aesthetic comments, maintenance concerns, and separation from motor vehicles, and different maintenance strategies will be explored.

Greegor stated funding for a second protected bike lane pilot project design in 2017 and construction in 2018 exists. The goals are to continue to develop best practices for protected bike lanes and test out other types of designs. The location will be based on need and opportunity and possible locations will likely be in the Big Jump Project area in northwest Fort Collins. Potential locations include City Park between West Elizabeth and Mulberry, West Vine between Taft Hill and Shields, West Mulberry between Overland Trail and City Park, Prospect between Taft Hill and Shields, Timberline between Drake and Harmony, and East Horsetooth between Timberline and Ziegler. Greegor discussed the various bike plan recommendations for each location and Boardmembers discussed issues with each option.

Greegor stated she is open for other location suggestions and stated the BAC could make a recommendation given more information about the projects.

- **Larimer County Map Matters Project – Chris Johnson**

Johnson stated the Larimer County Health and Environment's Built Environment Team has been working on this project with Bike Fort Collins and other organizations. The Map NoCo project uses the Map Matters engine and involves a community-based infrastructure survey tool for the urban corridor including and between Loveland and Fort Collins. The website allows users to enter information regarding their perceptions of safety, comfort, amenities, and intersection quality. The hope for the tool is to create a good baseline for existing built environment conditions in Northern Colorado so recommendations for improvements can be made.

Johnson showed the website to the Committee. Cranmer asked if the website is in real time. Johnson replied in the affirmative and noted the site can be accessed on phones enabling users to upload photos.

A boardmember asked how quickly major issues such as potholes could be addressed. Johnson replied it is not meant to be a reporting tool for the City or County; it is more of an audit tool. For the City, Access Fort Collins serves the reporting function.

Cranmer asked if there is a route planning tool included. Johnson replied in the negative. He stated the main purpose is to crowd source conditions for the benefit of the

Built Environment project.

- **E-Bikes Committee Discussion – All**

Caldwell stated he attended the Transportation Board meeting and discussed this topic. There was unanimous support for the Committee proceeding with a white paper to be completed by August or September. He stated the Committee needs to decide how to best approach the research and whether it should include recommendations in the white paper. He suggested more of a fact-based report and perhaps provide a recommendation in the future.

Boardmembers discussed the use of the term ‘white paper’ and Caldwell noted the goal is to have a concise, informative piece that is easily digestible for members of various Boards.

Caldwell stated topics should include: an evaluation of House Bill 1151 which identifies three categories of E-bikes and provides legal jurisdiction for municipalities to regulate E-bikes, the history of previous bike discussions among various Boards and Council, the appropriateness of Fort Collins’ trail structure, environmental impacts, changing demographics, coordination of regulations, and case studies from other Colorado communities which allow E-bikes on trails.

York stated another research topic should be calculation of demand for E-bikes.

Hunt stated he would like to look at the details of the House Bill.

A boardmember suggested sending out an email to form subcommittees. Caldwell stated he would like to see broader participation.

Cranmer suggested a more condensed process and encouraged the inclusion of a recommendation.

Houdashelt stated the Air Quality Advisory Board has almost completely eliminated pure informational presentations from its schedule because it wants to be more proactive in terms of providing recommendations to Council. He stated he would prefer to see a recommendation along with the information.

Boardmembers discussed the flow of including other Boards in the process.

Houdashelt stated he needs more clarity regarding the final product prior to committing time to research.

York stated the Transportation Board will ask the Committee for a recommendation at some point.

10. REPORTS

- **Staff Report**

Greggor distributed copies of the new bike maps and Ride Smart, Drive Smart brochures. She stated the first Open Streets event of the year will be June 4th. The event will be restructured slightly to allow local vehicular access along the route as needed.

Gregor stated Fort Collins was re-designated as a platinum bicycle friendly community and is one of only five in the country.

11. NEW BUSINESS/FUTURE AGENDA ITEMS

None.

12. ADJOURN

The meeting adjourned at 8:18 p.m. by unanimous consent.