

# Northern Colorado Bike & Ped Collaborative

Meeting Minutes - Wednesday, March 14, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

## 1. Introductions

- ❖ Aaron Fodge, CSU
- ❖ Becky Karasko, NFRMPO
- ❖ Dawn Anderson, Weld County
- ❖ Jim Flesher, Weld County
- ❖ John Klingaman, City of Fort Collins
- ❖ Kelly Haworth, Larimer County
- ❖ Kelly Smith, City of Loveland
- ❖ Leslie Beckstrom, WCDPHE
- ❖ Michelle Martin, Weld County
- ❖ Mitch Nelson, Town of Severance
- ❖ Nancy Nichols, City of Fort Collins
- ❖ Nick Heimann, City of Fort Collins
- ❖ Ryan Dusil, NFRMPO
- ❖ Sarah Martin, NFRMPO
- ❖ Steve Bagley, Great Western Trail Authority
- ❖ Suzanne Bassinger, City of Fort Collins
- ❖ Will Jones, City of Greeley
- ❖ Zac Wiebe, Larimer County

## 2. Approval of Meeting Minutes

The February 14, 2018 meeting minutes were approved unanimously.

## 3. Overview of Local Non-Motorized County Programs

Klingaman provided an overview of the reasons for collecting trail user data and specific aspects of the process including data collection, trail popularity indicators, high-usage areas, large event impacts, maintenance scheduling, departmental coordination, and outside agency requests. The City of Fort Collins City Council has set a goal of 1.9M annual trail users and the City is meeting it. The standard counter for the Parks Department is a TrafX infrared counter. The department's initial investment was \$2,215 for three trail counters, shuttle device, and web subscription. Each unit is typically housed in a utility box, with 20 counters spread across the trail system. Benefits to the TrafX system include quick setup, ease of use, and ease of system expansion. Drawbacks include a tendency to undercount, inability to identify type of trail user, and susceptibility to sensor obstruction such as grass and spiders. Staff collects data about once every three weeks, totaling roughly 15 hours a month. There has been some vandalism and theft at certain locations due to the misconception that the counters are cameras. Overall the TrafX counters are a good tool for general data collection and trends.

Heimann presented on the FC Bikes Evaluation Program. Through the program staff coordinates the collection of ridership data using bicycle and pedestrian counters, collects surveys on perceived comfort, and analyzes traffic data. FC Bikes almost exclusively works with Eco-Counter and their counters consist of pneumatic tube counters and are larger in size than the TRAFx counters. They cost around \$3,000 dollars apiece and are specific to bike traffic. Usage patterns combined with survey results help FC Bikes establish an understanding of safe and unsafe areas and opportunities for facility redesign. The data can be shown daily, hourly, and directionally to capture detailed commute patterns. On the Remington Street Greenway the City has installed an Eco-Totem Display Counter for roughly \$20,000. Some of

FC Bikes' considerations on how to run their program include initial costs compared with maintenance frequency and the ability to collect data remotely, as well as product warranty. Heimann reported seasonality heavily impacts the data. Fodge stated this program is very similar to what is done widely for traffic counts, and is bringing bike/ped data collection up to speed. Much like traffic counts, bike/ped counts can be used to pursue funds or improvements. It can be challenging to mesh data from TRAFx and Eco-Counter due to the disparity in level of detail within the data. Heimann stated more staff would help FC Bikes take a more collective planning approach. Performing counts before and after project implementation can help to justify future improvement in other areas. For communities starting these programs, a wholesale approach and investing in the right technology and hardware upfront is a key to efficiency and effectiveness. Heimann warned the data can come in different formats, posing problems during analysis. Establishing clear goals of the study upfront is important to quickly and appropriately analyzing the data.

Dusil added there are four counters available for NFRMPO member communities, and offered help with coordination, training, installation, and data analysis.

Fodge presented on the current counter program being implemented by CSU. The University uses Eco-Counter, the same system as FC Bikes, to count both bicyclists and pedestrians. Hourly trip patterns on campus are different from hourly patterns observed in the rest of the City. CSU bases many of its trail improvements on the 15-minute period rush data when many students are traveling between buildings. CSU uses the count data to help identify the highest priority snow plow routes for bike/ped traffic to and from campus in each direction. CSU also uses the data to monitor whether they were able to provide reasonable access to campus within 24 hours of a snow event and to thank the facilities team for maintaining access.

#### 4. Northern Colorado Leaders Ride: Planning and Timeline

Dusil stated there is still a plan to hold a bike ride with elected officials from across Northern Colorado. The ride will hopefully coincide with the Longview Trail grand opening in early fall 2018 and will highlight some of what goes into providing regional trail connections.

#### 5. I-25 Memo: Meeting with CDOT Recap and Next Steps

Dusil stated the meeting to discuss the I-25 Memo scheduled with CDOT for March 9 had to be cancelled due to a ransomware attack on CDOT. The meeting will be rescheduled.

#### 6. NFRMPO Technical Advisory Committee

Fodge recapped the March TAC Meeting discussion on cooperation between TAC and the NoCo Bike & Ped Collaborative. There was general agreement projects should funnel through TAC if an item will ultimately end up on an NFRMPO Planning Council agenda. Jones and Anderson reiterated the collaboration and communication between the two entities has been good overall. The Collaborative will include an executive summary of their meetings in the monthly TAC Packet.

Regarding the I-25 memo, the group agreed cost estimates for the two crossings will help TAC make a more informed decision. Dusil stated TAC Action on the item is anticipated in April and Planning Council Action in May, pending the outcome of the meeting.

## 7. Updates / Other Business

Dusil proposed Trail Construction Costs and the 2045 Regional Transit Element as future agenda items. Fodge suggested looking specifically at regional Park-n-Rides supporting the transit system. Jones suggested reaching out to Chad Hall for a potential presentation on the US34 Planning and Environmental Linkages (PEL) Study and its implications for bike/ped connectivity along the US34 Corridor.

Dusil mentioned the second annual Ride and Revel event will be held in Greeley on Saturday, July 21. The ride consists of 20, 40, and 55-mile bike routes to be followed by brunch served from food trucks, a special collaboration beer created by local breweries, and live music. Dusil will send out more information as it becomes available.

S. Martin noted she and Alex Gordon will be presenting on the NFRMPO's 2045 Regional Transit Element (RTE) at a future meeting.

Fodge shared the CSU Athletic Department has agreed to have a bike-in football game.

Nichols stated the Fort Collins Safe Routes to School Program will bring its Bike/Ped Education Program to four elementary schools, five middle schools, and one high school this year. May 9<sup>th</sup> is National Bike to School Day.

M. Martin announced Jim Flesher has shifted to a new long-term planning role.

Jones updated the Urban Land Institute (ULI) review of the East Memorial Neighborhood in Greeley is nearing completion and will result in recommendations for health and transportation. The City of Greeley is looking to hire a Transportation Planner.

Beckstrom stated progress on the design is moving forward for the Wildcat Trail between Milliken and Firestone. Partners anticipate the project could receive Supplemental Environmental Projects (SEP) funding from a recent oil and gas settlement.

Bagley updated the Great Western Trail is proceeding through the design but will have to do a historic preservation study on the bridge across Roulard Lake. The trail will also receive a bike/ped counter and the Great Western Trail Authority and NFRMPO are finalizing the agreement to transfer the equipment.