

Northern Colorado Bike & Ped Collaborative

Meeting Minutes - Wednesday, April 11, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

1. Introductions

- ❖ Aaron Fodge, CSU
- ❖ Amanda Mansfield, City of Fort Collins
- ❖ Bob Hinderaker, Poudre Trail
- ❖ Katie Guthrie, City of Loveland
- ❖ Kelly Haworth, Larimer County
- ❖ Kelly Smith, City of Loveland
- ❖ Leslie Beckstrom, WCDPHE
- ❖ Mitch Nelson, Town of Severance
- ❖ Nancy Nichols, City of Fort Collins
- ❖ Robert Ward, Poudre Heritage Alliance
- ❖ Ryan Dusil, NFRMPO
- ❖ Sarah Martin, NFRMPO
- ❖ Steve Wrenn, Great Western Trail Authority
- ❖ Wade Willis, Town of Windsor
- ❖ Will Jones, City of Greeley
- ❖ Zac Wiebe, Larimer County

2. Approval of Meeting Minutes

The March 14, 2018 meeting minutes were approved unanimously.

3. Trail Construction Costs

Smith presented the current cost for a 10'-wide recreation trail is \$125 per linear foot (LF), \$1600/LF for a ditch crossing, and \$26/LF for a 6'-wide crusher fines trail. Construction of the 2.1-mile Front Range Trail was about \$615,000 per mile, \$1.29M overall. The 4.4-mile Long View Trail required additional bridge crossings and cost \$830,000 per mile, \$3.6M overall. These costs include mobilization, clearing/grubbing, fine-grading, seeding, mulching, soil preparation, survey, fencing, erosion control, and general conditions. Both trails were funded through two grants.

Smith reported having trail segments in the road right-of-way (ROW) increases project costs due to coordination with internal departments. ROW permits are expensive and paid by City, not the contractor. The permit fees are higher for longer, higher-speed roadways due to administration and inspection of signal work and pavement design. The Larimer County Urban Area Street Standards (LCUASS) for work in the ROW require 6" concrete depth, compared to 5" along the rest of the trail corridor. Smith stated utility conflicts can arise including burying utility lines under road ROW or adjusting trail alignment around buried utilities. Moving overhead utilities underground at Taft Ave and 57th Street took over a year. Willis shared that his engineers are concerned about at-grade trails in the road ROW with a curb separator as depicted in the presentation. Smith shared building along wetlands should be treated like a roadway to avoid surprises and delays by deploying boring to confirm subsurface conditions. Smith stated trailheads typically require the addition of a turn lane based on the traffic impact analysis for the trailhead. Fodge stated agencies should not discount level of service (LOS) for bikes and pedestrians in in traffic impact analysis.

Wiebe stated wetland mitigation is ultimately validated by federal government based on the local mitigation standards by mitigating onsite or buying credits. Nesting birds and prairie dogs wildlife management is dictated by Colorado Parks and Wildlife. Willis shared dismay with silt fencing as captured silt is ultimately landfilled creating an adverse environmental impact. Wiebe stated Memoranda of Understanding (MOU) between jurisdictions have been developed to maintain regional trails. The group discussed signage and wayfinding standards used across agencies. Smith stated their project budgets typically included 10% contingency cost. Fodge asked if the funding requirements for NFRMPO funding should include language on wayfinding signage. Fodge stated construction of the Great Western Trail will provide another significant case study of trail design and construction for the region.

4. Northern Colorado Leaders Ride: Planning and Timeline

Dusil stated he met with Kim Sharpe who formerly organized Leaders Rides. They discussed a route from the Fort Collins South Transit Center to Verboten Brewing Company in Loveland following the Fossil Creek Trail, the Long View Trail, and the on-street bike network in Loveland, totaling 13 miles one way. Medical districts would have to be contacted to provide support. Trailer vans could be used for sag support and to return bikes to Fort Collins for participants who cannot make the round trip. The ride would have scheduled stops to discuss trail history, planning, and construction, as well as the future of trails in the region. Mansfield suggested providing a handout describing the economic benefits of trails. The ride would likely take place in September or October 2018 to increase chances for mild weather. Beckstrom warned working around election season could make it difficult to attract leaders. Dusil will coordinate with members of the Collaborative to continue planning.

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

Willis explained members of the Collaborative and NFRMPO staff met with CDOT on March 23. Dusil distributed a meeting summary to the committee. Willis explained there was a general commitment by CDOT to preserve space for a trail crossing at the Big Thompson River when the bridge is replaced. CDOT is actively trying to secure funding for this bridge replacement and will know within 1-2 months if it can be added to the upcoming project. Dusil explained this project could alternatively be included on a November 2018 ballot initiative aimed at funding particular priority projects. The City of Loveland is also pursuing a local ballot initiative to fund infrastructure projects through their 2018 Community Improvement Program. Willis and Smith stated CDOT's public improvement process for highway projects should be broadened to include more local departments. Fodge suggested the Collaborative make a recommendation to the Technical Advisory Committee (TAC) to prioritize future investments in I-25 expansion so projects are prioritized when dollars become available. Fodge motioned TAC recommend for inclusion of these two projects for the I-25 expansion project when future funds become available. Smith asked if the Collaborative could prioritize all crossings on I-25 to ensure the Little Thompson River crossing and others are considered in a consistent manner.

6. NFRMPO Technical Advisory Committee

Willis stated he will attend the TAC meeting on behalf of the Collaborative.

7. Updates / Other Business

Nelson reported Severance will be reprioritizing planning for their Community Park.

Wrenn reported the Great Western Trail Authority is working through historical preservation issue with an historic trestle.

Wiebe explained Jake Houston, a longstanding Local Government Program Manager, is leaving Great Colorado Outdoors (GOCO). The GOCO grant programs remain a great resource for northern Colorado communities so the Collaborative should stay tuned as the position is filled.

Smith said Prairie Ridge Natural Area in Loveland received a GOCO grant.

Jones stated has 71st Avenue bridge construction has started. The project will include improved bike and pedestrian infrastructure and reconstruction of the Sheep Draw Bridge will allow for the future expansion of the Sheep Draw Trail. Greeley has hired a new Traffic Engineer who has experience with bike master planning, and is in the process of hiring a Transportation Planner. Momentum has continued to grow on the regional transit route between Greeley, Windsor, and Fort Collins. Jones will give a presentation at the Collaborative's May meeting.

Guthrie reported Loveland's Bike Month calendar has been released and is featured in the NFRMPO quarterly newsletter. Events will include an architectural history bike tour.

Fodge reported CSU is developing a new student fee for Transportation Infrastructure.