

Northern Colorado Bike & Ped Collaborative

Meeting Minutes - Wednesday, May 9, 2018
Windsor Recreation Center, Pine Room
250 11th St. Windsor, CO 80550

1. Introductions

- ❖ Aaron Fodge, CSU
- ❖ Adam Hill, City of Evans
- ❖ Alex Goron, NFRMPO
- ❖ Becky Karasko, NFRMPO
- ❖ Dalee McIntosh, WCSDG
- ❖ Katie Guthrie, City of Loveland
- ❖ Leslie Beckstrom, WCDPHE
- ❖ Liz Young, LCDHE
- ❖ Mitch Nelson, Town of Severance
- ❖ Ryan Dusil, NFRMPO
- ❖ Sarah Boyd, City of Greeley
- ❖ Sarah Martin, NFRMPO
- ❖ Suzanne Bassinger, City of Fort Collins
- ❖ Tessa Greegor, City of Fort Collins
- ❖ Tom Jones, Great Western Trail Authority
- ❖ Wade Willis, Town of Windsor
- ❖ Zac Wiebe, Larimer County

2. Approval of Meeting Minutes

The April 11, 2018 meeting minutes were approved unanimously.

3. NFRMPO 2045 Regional Transit Element

Martin and Gordon provided an overview of the *2045 Regional Transit Element (RTE)*, the NFRMPO's long-range transit plan. The RTE develops a regional vision for transit looking out 20+ years and provides recommendations to fulfill that vision. Sarah and Alex asked NoCo about their priorities for better integrating the regional transit system with the regional bike and pedestrian network.

Willis asked if rail is included in the RTE. Gordon responded it is because it is in the North I-25 Environmental Impact Statement (EIS) and because CDOT is looking into future rail corridors. Boyd stated transit facility quality is very important for transit use. Lack of secure bike parking or inadequate bike storage on buses discourages transit use. Wiebe stated ensuring safe and comfortable access to transit stops for residents living within a ½ mile to ¼ mile is important. Bassinger added parking concerns at trails are on the rise and demand is growing for connecting transit routes to trailheads.

Gordon asked if there are specific corridors to focus on. Willis asked how much the *2016 Non-Motorized Plan (NMP)* addresses transit. Gordon showed maps included in the NMP for examples of good and bad transit stops. Boyd added improving transit requires a systematic approach and all modes should be considered together across local agency departments. Gordon stated he has heard this in many conversations so far. Greegor added momentum is growing to take bike share region-wide, which could have implications for local and regional transit. Beckstrom stated the MPO's smaller communities are unserved by transit and many of them will be growing very fast. Beckstrom suggested including recommendations for how those communities can start the transit conversation now rather than 20 years from now. Willis asked if a connection from Greeley to Cheyenne is being considered.

Willis added the way bikes are dealt with on buses is antiquated and should be simpler. Martin suggested they could look at how other communities are addressing this. Fodge suggested including recommendations on bus shelter design. Fodge added Park-N-Rides help introduce people to transit and suggested including location recommendations for Park-N-Rides, and looking into how they can be funded.

Gordon summarized the outreach plans and next steps for development of the RTE. Willis asked how the survey was given. Gordon responded existing partnerships, word of mouth, social media, survey monkey, local outreach departments, and VanGo were the major avenues. Willis suggested NoCo can be a good resource to promote surveys in smaller communities. Wiebe asked about the geographic reach of the survey. Gordon stated they have received a response from every zip code in the NFRMPO region besides a small corner of Milliken. Fodge asked if Estes Park has been included. Martin stated that was a previous recommendation and they are looking into it. Martin summarized the makeup of the RTE Steering Committee. Guthrie asked about the timeframe for the RTE. Gordon stated it will go to Planning Council in September with plan adoption anticipated in October.

4. NFRMPO Technical Advisory Committee (TAC)

Willis stated the feasibility of the crossings is based on both funding and engineering considerations and that NoCo developed recommendations for TAC to reflect this. The memo presented at the May TAC meeting requested that as money becomes available for I-25, the Regional Non-Motorized Corridors (RNMCs) are considered. TAC requested a list of recommendations be brought to the June TAC meeting. Willis stated although the Regional RNMCs identified in the *2016 Non-Motorized Plan* are recognized as the priority network for regional bicycle and pedestrian travel, they do not necessarily reflect the current priorities of individual town or county boards. Willis stated he would need to discuss these corridors with his town board before weighing in on the conversation.

Karasko stated she had drafted a list of items for TAC to consider when recommending programs, projects, or plans to NFRMPO Planning Council. The list included considerations of:

- Bike/ped connections when funding and project opportunities arise.
- *2016 Non-Motorized Plan* recommendations and Regional Non-Motorized Corridors in project selection
- Supporting the development of an on-going process to prioritize regional trail projects and improve interagency communication
- Letters of support from TAC and/or Planning Council for funding applications for trail connections
- Recognizing NoCo's continued role in the process to review and recommend bike/ped projects submitted during the NFRMPO's Calls for Projects

Dusil added CDOT staff has expressed it is helpful to have a prioritized project list, but because trail development is often opportunistic, a prioritized list could be misinterpreted. Dusil stated it could be useful to develop process to formally maintain information on the opportunities and barriers to trail development along the RNMCs. This could be in the form of a spreadsheet identifying major crossings, infrastructure needs, agency contacts, current

project phase, anticipated project timeline, and agency plans in the area that will require significant interagency communication. This spreadsheet could serve to inform all parties of plans that need to be considered and next steps for each agency. It could be maintained by the MPO and NoCo, with information updated periodically from local and state agencies.

Fodge noted while this process could be useful, it is beneficial to first know what the priorities of TAC are. Fodge added local agencies may not want to contribute staff time to a process if it will not be used by the NFRMPO. Dusil noted much like the US34 Planning and Environmental Linkages (PEL) Study, the document could help keep all agencies plugged in with one another as projects develop. Karasko stated while the US34 corridor does not currently have funds for construction, the PEL Study makes sure the region is prepared to compete for future funds.

Bassinger noted crossings under major roadways are often opportunistic and creating a list of priorities may overshadow unexpected opportunities that arise because of roadway projects or grant awards.

Nelson asked to what extent NoCo serve as referral body to the NFRMPO. Karasko responded NoCo recommends projects for Transportation Alternatives (TA) funding and helps choose sites for bike and pedestrian counters purchased by the NFRMPO.

Willis asked the group whether the list presented by Karasko needs to go to Planning Council and, if so, if people feel comfortable with the content. If not, the group could inform TAC it intends to develop a process for improved communication on regional bike/ped projects and simply ask for their support along the way. Jones asked if it would be beneficial to have NoCo members first seek support from their local boards. Bassinger stated she sees benefit to not having to do that on a regional scale. Bassinger sees NoCo members as the local champions of the issue and the group's advisory role is better served through TAC.

Karasko stated Dusil would send out the draft memo for NoCo's review and move the memo to the June TAC meeting.

5. Education Subcommittee

Dusil reported the education subcommittee met prior to the NoCo meeting and developed some details for NoCo Leaders Ride. Tentatively, the ride will begin at the South Transit Center in Fort Collins and end at Verboten Brewing in Loveland. The ride will be geared mostly toward local, state, and national elected leaders that represent Colorado and the region. Business leaders, key city staff, and new key transportation professionals in the region will also be invited. Groups of 10-12 riders with a lead and sweep will ride the roughly 13 miles with stops along the way, such as the tunnel going under the railroad on the Fossil Creek Trail, the Long View Trail, and a trail counter to highlight the cost and value of trails. The ride will likely be held in early to mid-fall. Beckstrom noted the ride should highlight the grants received to showcase grant money at work in the region added folks from Great Outdoors Colorado (GOCO) need to be notified of the ride. Dusil added future rides could occur following the completion of the Poudre Trail segment under I-25 and the Great Western

Trail. Jones asked if the ride was open to as many elected officials as possible and Willis responded yes.

7. Updates / Other Business

Fodge reported a new separated trail leading onto CSU's campus from the Shields and Elizabeth underpass was recently approved and will begin construction this summer.

Bassinger noted the discussion for a grade-separated crossing at Harmony Road for the Power Trail is in the works and added the Poudre Trail connection across I-25 is anticipated to be completed by 2022.

Boyd updated she is working to improve bike advocacy in Greeley by increasing engagement and added they recently launched a new program. Boyd asked how other agencies have handled liability issues and Willis recommended partnering with a local group that may be able to take on the liability.

Beckstrom reported Roche Construction Company will donate 100+ bikes to an elementary school in Greeley and requested Greegor's assistance in identifying volunteers for fitting students with bikes and helmets on May 23.

Jones stated design is on hold for the Great Western Trail while they wait to hear on the historical clearance of a trestle bridge east of Severance. Clearance is expected by the end of the summer and construction will likely be postponed until early 2019.

Nelson reported Severance is looking to implement other projects, potentially additional trail connections, in lieu of the community park, which did not receive GOCO funding.

Greegor noted Fort Collins is getting ready to convert their bike share fleet to a new model which will expand the bike share reach and allow users to park bikes at designated stations or at a regular bike rack. There is some discussion regarding the possibility of expanding the system regionally. The bike share system will shut down starting Sunday and reopen June 1. The new system will have 215 bikes and 42 bike share stations. Greegor updated the Bicycle Advisory Committee recommended a trial period for allowing e-bikes on paved trails and asked if other communities had experience with e-bike trial periods, but none had.

Greegor asked if any communities were aware of the Safety Stop Bill that recently passed the Colorado State Congress and explained it allows jurisdictions to locally adopt a language allowing cyclists to treat stop signs as yield signs and stop lights as stop signs. Fodge suggested it could be a good opportunity for cyclist education. Boyd added driver education could be beneficial as well and NoCo might consider writing a memo to communities to inform communities of the implications.

Dusil reported next meeting will include a report from Will Jones with Greeley about the regional transit route study, a discussion about the 2018 Call for Projects process, and reports on counter data trends. Dusil will send out the I-25 memo for group feedback. Greegor will present about the implementation of the City's *Bicycle Wayfinding Network Master Plan* at

the July meeting and there will hopefully be an update on the US34 PEL Study sometime this summer.

Willis reported Windsor is currently completing a Bicycle Friendly Community application.