

Northern Colorado Bike & Ped Collaborative

Meeting Notes from Wednesday, June 10, 2015; 10am-12pm

- Fort Collins Wayfinding
 - Last December a new Bicycle Master Plan was adopted
 - What is wayfinding?
 - Signs? Directions? What are they going to say?
 - Goal: wayfinding signs later this year on priority routes
 - Mix of signage & pavement markings
 - Other routes to identify
 - Identify 5 routes that are top priority
 - 2 by the end of this year?
 - Go to locations & take geo-referencing photos
 - Making connecting people to places easier
 - Meant for everyone; inclusive
 - Wayfinding benefits:
 - Providing encouragement
 - Economic benefits
 - Community benefits
 - 3 main sign types:
 - Decision, Confirmation, Turn
 - Based on MUTCD standards
 - Flexibility; custom colors and enhancements
 - Reds, oranges, & yellows are restricted
 - Design Standards:
 - White/green, rectangle, destination, arrow
 - Flexible: shape, logo, color, distance, local identifier
 - Becomes an encouragement tool
 - Boulder has a similar sign system in place
 - Questions to consider;
 - What are the goals of your signs?
 - Who is your audience?
 - What is appropriate for your region?
 - Pavement markings are often more beneficial than signs
 - Questions for discussion-
 - Do you assume pedestrians are going to follow & connect to bike signs?
 - Typically yes
 - It would be good to look into incorporating pedestrian info on signs as well
 - Should a regional standard be adopted?
 - Cache la Poudre Heritage Area

- Believes there could be a trail/brand to help the public locate these heritage areas
 - Incorporate these areas into the wayfinding
 - Will Fort Collins be setting a precedent to help smaller communities?
 - Cache la Poudre Heritage fund would like to match funds for their own wayfinding system
 - Call to proposals come in randomly but the regional aspect is missing
 - Having the group collaborate with the Poudre Trail Heritage area could set an example for others
- Recommendations about how these areas can be helped?
 - It would be nice to know if you were on a regional trail system or a local system
 - Similar look, but a minor difference to help differentiate
 - A hierarchy exists, and messages & programming change throughout the hierarchy
 - Different ways to communicate messages locally and regionally
 - US 36 bikeway; potential model
 - Identifies each of the communities it goes through
 - Flows & has continuity
 - NPO sets preference for regional & state trails
- Everyone supports this; what is the next step to set the standard?
 - Can be associated with the work Josh is doing with Fort Collins
 - Take what Fort Collins adopts, place in other names, ask them to adopt a unique identifier for their region
 - Talk to people about what they identify with to help come up with a brand
 - Allow the top portion of the sign to be flexible to meet the needs of the region, but have the same solid theme/design throughout
- If a wayfinding system is not put in place it defers potential cyclists from riding
- Economic/tourism; it will attract more business if these trails are connected and a wayfinding system is put in place
- Having a plan helps eliminate sign pollution
 - Start with trails (spine of the network) & move outward
 - Many do not want to ride near streets, so trails are their go-to
- Add updated info to agenda regarding potential standard to connect trails
- Bike Counter Purchase
 - \$40,000(?) for bike counters
 - \$ must be spent by September
 - \$3500-5000 per counter install

- Mix of permanent & temporary (mobile around the community)
 - Permanent- in pavement installation
 - Peds & bikes? Or just bikes?
 - Infrared beam-counts anything passing through the beam
 - Loop & infrared are counted to determine if ped or bike
- Location & location type
 - Where will have the greatest impact?
 - Greeley?
 - Easier to place on trails
- Cherry Creek's counter is designed to move around but it has not moved
- Only counts the total volume
 - No percentage of which was bikes/peds/etc
- CDOT sets a standard of installation
- Online account comes with counter that shows all units
 - Shared with NPO & state
- Hard to keep up with the technology- but has gotten better as long as laptop you are using has Bluetooth
- A dedicated counter for accurate data collection is needed
 - Agreements need to be signed to ensure that counters will actually collect data
 - Its easier for smaller areas/communities to count
- Many permanent counters are not needed
 - They help with yearly count but there are enough temporary ones to make up for them
- Fort Collins may skew the data- especially around the CSU campus
 - Must account for tourism & touristy trails
- Majority of count sites should be temporary
- Objective of counters-
 - Bike network, how to choose bike projects
 - Retrieve bike data- beginning the conversation to get the government to allow spending for bikes
- Potentially have each community pick 3 sites on trails to get data use on each municipality
 - 2 permanent; 3 temporary on use paths
 - If you are unsure if a site is highly used- use temp
 - Temps can be used to determine whether or not a permanent could be placed
 - Poudre Trail in Weld County
 - A place in between Fort Collins & Loveland
 - Well known high use sites- use permanent
 - Permanent counters are needed to get seasonality
- CDOT has 2 or 3 counters that can be borrowed

- Who will be responsible to move the temporary counters?
 - Communities will be responsible
 - CDOT needs to train individuals on how to set up the counters and properly retrieve data
 - Who will keep track of data as the counters are moved?
- Should any street networks be counted?
- Does the Front Range have a mode-share goal?
- Engineers believe bike lane counters are not counting accurately
 - Tube counters, permanent
 - More than one company makes the counters
 - One may not be as reliable- need to reconvene
- A project needs to be conducted for before & after bikes- collect the data and figure out what to do with that information
- In-street counter; in pavement or tube counter > same technology is used for trails
 - Can not use trail counters on streets
- CDOT recommendation:
 - Permanent counters first & pyra box
- What is the protocol? Ideally;
 - Temps counted every 7 days
 - Roadways counted every 48hrs
 - Trails no min/max duration
- Agenda item:
 - Pull out bike plan & come up with locations for counters- next meeting
- Every few months have a conversation about the data retrieved from counters
- Next Month- Presentation on counters
- No updates on conference
- Potential presentation for next month- deferred
 - Bike counter discussion instead