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 is 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