

Northern Colorado Bike & Ped Collaborative

Meeting Minutes - Wednesday, June 13, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

1. Introductions

- ❖ Aaron Buckley, CSU
- ❖ Dave Klockeman, City of Loveland
- ❖ Kelly Smith, City of Loveland
- ❖ Leslie Beckstrom, WCDPHE
- ❖ Nancy Nichols, City of Fort Collins
- ❖ Ryan Dusil, NFRMPO
- ❖ Suzanne Bassinger, City of Fort Collins
- ❖ Tom Jones, Great Western Trail Authority
- ❖ Ulysses Torres, Greeley-Evans Transit (GET)

2. Approval of Meeting Minutes

The May 9, 2018 meeting minutes were approved unanimously.

3. Poudre Express Regional Transit Route

Torres provided an overview of the different types of transit service available in Northern Colorado and described recent ridership trends specific to the Greeley-Evans Transit (GET) system. Torres explained UNC students and changes with Greeley-Evans School District 6 have played in large part in GET's recent ridership increase. Torres gave a brief history of regional transit efforts in the region, explaining the US 34 Express route between Greeley and Loveland had very low ridership, but demand for regional transit is growing and is called for in several local and regional plans.

Torres highlighted the process and outcomes of the Regional Route Demand Analysis completed in 2017. 657 survey respondents stated they would take "Poudre Express" bus between Greeley, Windsor, and Fort Collins at least three times a week. Jones asked about the fare to ride the bus. Torres stated the fare amount is yet to be determined but they are working to make the fare comparable to similar services in the region and to make the pass compatible with other systems. Torres presented estimated cost comparisons between the Poudre Express, VanGo, Yellow Cab, and driving alone between Greeley and Fort Collins.

Torres described the preferred route alternative and the anticipated service time. It is estimated the Poudre Express would require five buses at total cost of \$2.8M, 80 percent of which would be grant funded. Annual operations is estimated to cost \$525,000, and various stop improvements are necessary along the route.

Dusil explained the feedback from NoCo after the May presentation on the *2045 Regional Transit Element (RTE)* were in support of better connectivity for cyclists and pedestrians living within a ½ mile of a transit stop and better bike storage on buses. Torres stated GET buses have storage for three bikes. Nichols asked if GET is partnering with large employers to increase ridership on the Poudre Express. Torres stated GET does this with Aims Community College in Greeley and sees it as an option for the Poudre Express, but there are currently no

plans. Bassinger asked if there are plans to add service to Loveland again. Torres stated Bustang has long range plans to connect Fort Lupton, Greeley, and Loveland.

4. Memo to NFRMPO Technical Advisory Committee

Dusil explained the background of the memo and stated he received several comments on the draft memo presented at the May NoCo meeting, and incorporated them. The memo lays out a general plan to improve communication and collaboration between agencies on future projects. Klockeman explained CDOT recently identified additional funding for the I-25 bridge over the Big Thompson River and it will be replaced as part of the North I-25 Segments 7 & 8 construction, providing a second trail crossing of I-25 in addition to the Poudre Trail crossing. Smith stated without NoCo's efforts, the trail right-of-way may not have been included as part of the Big Thompson bridge replacement.

Bassinger asked if this memo replaces the previous memo submitted to the NFRMPO several months ago. Dusil responded it does and this memo solidifies NoCo's commitment to improving the process for considering multimodal components in future projects. Buckley added the Big Thompson bridge replacement is a great outcome, but would like to see local and regional bicycle and pedestrian plans considered earlier in project development. Klockeman added there is still \$850M needed for the ultimate alignment of I-25 between SH402 and SH14, so there will be more opportunities to have other regional bike and pedestrian connections considered.

Beckstrom suggested splitting the background section of the memo into two separate sections to separate the project history from the proposed next steps. The group agreed to this change. Buckley moved to forward the memo on to TAC with this change. Bassinger seconded the motion and it passed unanimously.

5. 2018 NFRMPO Call for Projects

Dusil summarized the Call for Project process, stating it is anticipated there will be a Call in Fall or Winter 2018, once the funding amount is finalized by CDOT. Project applications submitted for Transportation Alternatives (TA) funding by NFRMPO member jurisdictions will be presented to NoCo. NoCo will make a recommendation on these projects to TAC. It is anticipated there will be approximately \$700,000 available, with a required 20% local match, and the funds can be used for construction or implementation in Fiscal Year (FY) 2022 or 2023. Kelly Smith asked if the TA funding availability is fairly certain. Dusil responded historically it has been reliable and there is a Call for Projects every two years. Smith asked how extensive the application materials are. Dusil responded it consists of the two-page application with some required attachments. Buckley confirmed the application process is not overly time intensive. Klockeman highlighted the importance of submitting detailed applications and demonstrating that a project is scalable and can be built in phases. Bassinger asked if a GOCO grant could be applied towards the local match requirement. Dusil responded he did not know and would follow up. Bassinger stated the City of Fort Collins may submit an application for either the Poudre Trail or the Power Trail.

Nichols added CDOT's Safe Routes to School (SRTS) funding application will be open later this summer and will be for two years of funding, so communities should apply this year if

interested. The group confirmed the SRTS applications for FY2019 and FY2020 will be posted on August 1, 2018. Nichols suggested contacting Leslie Feuerborn to confirm this. As more information becomes available, Dusil will update NoCo.

7. Colorado Bicycle Safety Stop Bill (SB 144)

Dusil stated Colorado Senate Bill 144 also known as the Bicycle Operation Approaching Intersection, Idaho Stop, or Safety Stop Bill permits municipalities or counties to adopt a local ordinance to regulate bicycles and e-bikes approaching intersections with stop signs or traffic signals. Although municipalities and counties could have adopted their own law prior to SB 144, it provides standardized language allowing local boards to adopt specific guidelines without extensive deliberation on the details. Dusil stated in May members of the Collaborative suggested the group draft an informational letter to communities to explain the content of the Bill and the considerations they may have to make when considering adopting a local ordinance.

The standardized language of SB 144 states a bicyclist approaching a stop sign must slow to a reasonable speed, and, when safe to do so, may proceed through the intersection at a reasonable speed without stopping. In the Bill, reasonable speed is set at 15 MPH, but can be lowered to 10 or raised to 20 at any individual intersection if signage is posted indicating the speed. Cyclists must still stop if required for safety and yield the proper right-of-way to other traffic or pedestrians.

According to the language in the bill, when approaching an illuminated red traffic control signal, bicyclists must stop at the intersection and, when safe to do so, may proceed through the intersection or make a right-hand turn. The cyclist may only proceed with a left-hand turn if it is onto a one-way street.

Jones asked if this is statewide legislation communities can choose to adopt. Dusil responded yes, communities have the option to adopt this language as a local ordinance and could have adopted an ordinance prior to SB 144, but would have had to create their own language. Buckley and Dusil stated this is what Summit County, the City of Aspen, Town of Breckenridge, and Town of Dillon did several years ago.

Nichols stated from a Safe Routes to School perspective, she does not support the City of Fort Collins adopting the language because it makes the rules of the road confusing and is hard to teach to children. Nichols added the City's Bicycle Advisory Committee (BAC) considered the safety stop topic a couple years ago and voted against it. Buckley stated the BAC will be considering the issue again this summer. Nichols stated she would recommend having the perspective of youth bicycling educators represented at the meeting.

Buckley stated at the state level, Delaware and Idaho have both passed safety stop laws, and although much of the data analysis has not been scientific, there appears to be overall safety benefits. Buckley also proposed that a minimum age could be set for the law.

Dusil stated proponents of the Bill also tout that many cyclists already practice the safety stop, so a local ordinance would simply be aligning law with behavior, but could be confusing if traffic ordinances for cyclists differ between neighboring jurisdictions. Smith added the

safety stop practice is already very common among cyclists, but it is not something many adult cyclists would teach to their children.

Dusil asked if the group would like to consider drafting an informational letter to communities on the implications of adopting a safety stop law, possibly after the BAC has made a recommendation. Smith stated she supported this idea and others agreed. Nichols suggested inviting a state congressperson who sponsored the bill or a representative from towns with a safety stop ordinance to come speak to the Collaborative. Dusil stated he would reach out to local staff in the aforementioned communities about their lessons learned and the public education campaigns required for enacting the safety stop, and the group would revisit the issue in the coming months after the BAC's discussion.

8. Updates / Other Business

Bassinger stated the Engineering Department is currently looking at whether to go over or under Harmony Road with the grade-separated crossing for the Power Trail and the City anticipates a 2020 build date.

Nichols stated a SRTS application may be an appropriate funding source for the Power Trail crossing. Nichols added the SRTS Program wrapped up its spring programming and is working on summer programming, consisting of several bike camps. The program was recently awarded a grant from CDOT to improve their equipment, consisting of a new trailer for field trips and adaptive equipment for children with disabilities.

Jones stated he and others installed the Great Western Trail counter on May 20 and have seen 1,100 users so far, averaging to 35-45 per day, 85 percent of which are pedestrians. The peak day was last Monday when 77 users were counted. The Great Western Trail Authority (GWTA) plans to borrow mobile counters from the Town of Windsor to use near Eaton on the unimproved portion of the trail.

Jones added the GWTA is still waiting for clearance on the 300-foot long trestle over Roulard Lake before the 7-mile construction project to Eaton can go to bid. The project is expected to go to bid in spring 2019 and be completed in fall 2019.

Smith stated there will be a grand opening event for the Long View Trail at 10:00AM on August 15, 16, or 17. Nichols asked when the trail will be connected east from the Sunset Vista Natural Area to the segment that terminates east of the railroad. Smith responded she is working on easements with the property owner and anticipates those will be in place in August. An at-grade crossing of the railroad is the interim alignment with an underpass as the ultimate alignment.

Beckstrom thanked the volunteers from Fort Collins who helped with fitting the 88 bikes and helmets donated by Roche Construction. Nine additional bikes were given to children from another school who had 100% attendance and Roche plans to do it again next year.

Beckstrom stated the county is pursuing a grant through the Colorado Health Foundation to fill a ½ mile sidewalk gap in partnership with School District 6 and the City of Greeley. The project requires \$500,000 worth of work on utilities.

Beckstrom suggested holding a meeting with Clint Dudley with Thompson River Parks and Recreation District to discuss how much of the Wildcat Trail is in the NFRMPO region and the upcoming Call for Projects. Nichols asked how far the eastern portion of the Front Range Trail is coming. Beckstrom stated Brighton and Adams County have constructed as much as they can to the Weld County line.

Beckstrom stated the City of Greeley is starting a Safe Routes to School (SRTS) program. Dusil stated if the NFRMPO can help in any way, let him know.

Buckley stated there is a lot of construction on the CSU campus with students gone. The school will be piloting an online transportation education module this fall with two groups of students. The module will be a series of lessons, totaling one hour, and could eventually be mandatory for incoming students. Beckstrom asked if CSU would be willing to share the modules with UNC. Buckley responded they would.