

Northern Colorado Bike & Ped Collaborative

Meeting Minutes - Wednesday, August 8, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

1. Introductions

- ❖ Aaron Buckley, CSU
- ❖ Allison Baxter, City of Greeley
- ❖ Andy Nagel, Great Western Trail Authority
- ❖ Betsy Jacobsen, CDOT
- ❖ Bob Hinderaker, Poudre River Trail Corridor
- ❖ Christian Morgan, Town of Kersey
- ❖ Don Jared, Great Western Trail Authority
- ❖ Greg Oakes, City of Fort Collins
- ❖ Jamie Gaskill-Fox, City of Fort Collins
- ❖ Katie Guthrie, City of Loveland
- ❖ Kelly Smith, City of Loveland
- ❖ Kenyon Neal, City of Fort Collins
- ❖ Liz Young, LCDHE
- ❖ Mitch Nelson, Town of Severance
- ❖ Nancy Nichols, City of Fort Collins
- ❖ Ryan Dusil, NFRMPO
- ❖ Sarah Martin, NFRMPO
- ❖ Wade Willis, Town of Windsor

2. Approval of Meeting Minutes

The July 11, 2018 meeting minutes were approved unanimously.

3. Senate Bill 1 (SB1) Bike/Ped Project List

Jacobsen explained CDOT is working to develop a comprehensive list of bike projects this fall to be incorporated in CDOT's 2019 Statewide Bicycle Plan. The schedule for developing this list is being moved up to identify bike projects eligible for funding Senate Bill 1 (SB1) and two 2018 transportation ballot initiatives. 85 percent of funds from SB1 will go to local agencies, who can decide what percentage should go toward multimodal projects. The remaining 15 percent will be allocated to CDOT and will be earmarked for multimodal projects with a focus on bike and pedestrian. CDOT is requesting all MPOs and TPRs, with the help of partners like NoCo Bike & Ped, provide a list of unfunded bicycle and pedestrian projects. All projects specifically impacting bicycle and pedestrian users, such as multi-purpose trails and bike lanes, are eligible for this list. Projects occurring as part of a larger roadway improvement project, such as shoulder widening, are not eligible for the list.

If neither of the transportation ballot initiatives passes, the State would likely fund 20 percent of the project costs for selected projects. If either initiative passes, the State may fund up to 50 percent of the project cost. Jacobsen stated local agencies will likely work with CDOT Region 4 representative Karen Schneiders to develop the list. Each project should include a brief description of the project, project location, whether the project touches a State Highway, and an estimated cost. The compiled list will go to NFRMPO's TAC for approval and then to the Statewide Technical Advisory Committee (STAC) for final approval before being incorporated into the 2019 Statewide Bicycle Plan.

Buckley asked whether new projects could be added to the list once it is incorporated into the plan. Jacobsen responded the project list will be dynamic and change as initial projects are built and new projects are identified. Projects will not be prioritized until funding levels

are determined, but CDOT is in the process of developing criteria to define the types of projects that could get built under various funding scenarios. These criteria will be disseminated by early September. Smith asked whether projects need to be paved; Jacobsen responded multipurpose, soft-surface paths could be eligible if they met other criteria, such as enhancing non-motorized connectivity. Jacobsen added the list can include projects regardless of the planned implementation time-frame, noting projects do not need to be shovel ready, but should be identified in existing plans and documents.

Dusil noted next steps for NoCo may include discussing current conceptual projects and identifying details necessary to ensure their inclusion on this list. Willis noted the importance of communication with local partners, to ensure all relevant projects are included.

4. NFRMPO Call for Projects: Transportation Alternatives (TA) Project Scoring Criteria

Dusil noted TAC will finalize the application and criteria for Call for Projects during the August 15th TAC meeting. The proposed project scoring criteria for TA applicants are adapted from CDOT's application. It will be up to NoCo to interpret the criteria when scoring projects. Jacobsen noted, CDOT guidance exists to help define exactly what each category includes and delineates how projects may receive points within each category. NoCo agreed this guidance may serve as a good template for scoring projects and it will get brought to the group next month for adjustments and adoption prior to the September 19 TAC meeting.

Dusil asked NoCo whether wayfinding should be included as an absolute requirement for projects or as a criterion for which projects could earn points. Morgan noted including wayfinding as a requirement may be a financial burden to smaller communities and smaller projects. Buckley added if wayfinding were required, templates and guidelines could be provided to help remove some of the cost barrier.

Smith noted the incremental costs are much less burdensome than implementing a comprehensive wayfinding program later. Jacobsen added the economic benefits of wayfinding and increased awareness of trail projects could be significant, noting highway projects are not constructed without signage and bicycle and pedestrian projects should be held to the same standard.

NoCo agreed including wayfinding as a criterion with a range of possible points, depending on would reward high quality wayfinding when possible, without significantly burdening smaller projects.

Willis asked whether NoCo should also add bicycle and pedestrian counters as a requirement or criteria. Dusil noted it is beneficial to the region if counters are consistent with the local and state counting programs. Nagel responded for consistency with wayfinding it should be added as a criterion, not a requirement. NoCo agreed, counters should be added as a criterion, not a requirement.

Jared asked what transportation equity is and Guthrie clarified equity means providing everyone the transportation network and services they need, rather than giving everyone the same thing. Jacobsen offered to forward CDOT's definition for equity.

Buckley asked for clarification on the CDOT reporting requirement and Dusil responded it was not meant to be a deciding factor, only to encourage communication and to allow projects to receive feedback regarding the feasibility of engineering, design, and budget.

Jacobsen requested fewer points be assigned to project readiness and offered the criteria descriptions could be modeled off CDOT's TA scoring criteria used in previous Calls. Willis suggested a description for each requirement and criteria be sent to NoCo for review prior to the September 12 meeting. Comments can be sent to Dusil or brought to the meeting. Dusil added the project scoring will occur December, but all criteria must be finalized before the informational meeting for applicants is held at the October 17 TAC meeting (*previously reported as the September 19 TAC meeting*).

5. NFRMPO 2045 Non-Motorized Performance Measures and Targets

Martin introduced the *2045 Regional Transportation Plan (RTP) Goals, Objectives, Performance Measures and Targets (GOPMT)* framework and update process. The GOPMT serve as the framework that guides the *2045 RTP*. Martin highlighted the MPO goals and objectives pertaining to bicycle and pedestrian transportation over the plan horizon.

Dusil presented the two performance measures and proposed targets, which would be proposed at the following TAC meeting, August 15th for inclusion in the GOPMT framework. The first, percent of commute trips made in a non-single occupant (non-SOV) vehicle responds to the MPO objective to "Increase mode share of non-single occupancy vehicles (SOV) modes. Dusil stated North Front Range region has remained near 23 percent for non-SOV mode share since 2011 and added most MPOs with a performance measure target for non-SOV mode share aspire to an increase of five to 10 percentage points over the life of their plan. Dusil proposed a target of 30 percent. NoCo members requested a more aspirational target, given the the long-range planning horizon, and momentum on Transportation Demand Management (TDM) strategies. Buckley requested setting a target between 35-45 percent. Martin added regardless of the target, policies could be incorporated in the *2045 RTP* designed to move the region toward a more aspirational non-SOV mode share.

The second performance measure, miles of non-motorized facilities, addresses the NFRMPO objective to "develop infrastructure that supports alternate modes and connectivity." Based on a summary of local plans and assumptions of roadway design standards, Dusil recommended a 50 percent increase of non-motorized facilities by 2045. Jacobson asked whether this target accounted for potential build-out of currently unidentified projects. Martin responded it did not, but highlighted the importance of presenting a reasonable, defensible, data-driven target to TAC.

6. Counter Data Trends

No updates provided.

7. Northern Colorado Leaders' Ride

Dusil reminded NoCo, the intention of the Leader's Ride is to engage elected officials on a ride on the Long View Trail in to highlight the value of non-motorized infrastructure, discuss the challenges associate with trail development, and celebrate the region's most region inter-city trail connection. The ride will be held on October 12, 2018, from 1-5pm and will begin at Harmony Library in Fort Collins and end at Mehaffey Park in Loveland. PACE bike share has agreed to donate several bikes for participants who do not have a bike or cannot bring their own bike. Additionally, NoCo will offer transportation from Mehaffey Park to Harmony Library to allow participants to end the ride at their car. The ride will be partially funded through a CDOT grant. Invitations will go out Monday, August 13 to elected officials and other leaders at the local, state, and national level, then two weeks later to NoCo and TAC members.

8. E-Bike Regulation: Community Updates

Willis noted NoCo intends to develop guidance to support consistent regulations across the region. This guidance will borrow from local discussions and will be revisited at future NoCo meetings.

9. NFRMPO Technical Advisory Committee

Dusil noted he will report NoCo's recommendations for non-motorized targets at the August 15 TAC meeting. Additionally, Dusil will update TAC regarding the trajectory of NoCo's process for reviewing the TA scoring criteria prior to the September TAC meeting. Finally, Dusil reminded the group, there will include a training session for the Call for Project application process at the October 17 TAC meeting (*previously reported as the September 19 TAC meeting*).

10. Updates / Other Business

Baxter reported Greeley recently implemented a road diet on 14th Avenue including a shared bike lane and right turn lane. The city also completed a road diet on 21st Avenue to reduce speeds and accommodate all mode by narrowing travel lanes to 9.5 feet and adding a six-foot bike lane and on-street parking. The city is currently conducting before and after study to test the impacts on speed. Baxter also reported a 67 percent increase in counts at the Rover Run trail counter.

Jacobson reported CDOT would be hosting their bicycle and pedestrian facility design classes in October in Glenwood springs and Denver. Jacobson added the Safe Routes to School Call for Projects is expected to open by early September and close in November. The application will cover two years, instead of one, so the minimum and maximum funding limits have been increased.

Nagel reported the Great Western Trail Authority is working to secure CDOT environmental and historical clearances on an historic railroad trestle. The permanent counter on the trail is reporting 82 percent of trail users are walkers, a trend expected to continue, given the trail's soft surface.

Buckley reported CSU recently purchased \$20,000 worth of bike racks. Buckley is kicking off WeRide, a program to help incoming freshmen acclimate to biking on and around CSU campus. CSU is also continuing with their Rams Ride Right campaign, which encourages positive bike behaviors by providing giveaways to students observed practicing safe biking behavior. Buckley also reported the City of Fort Collins Bicycle Advisory Committee (BAC) has recommended a one-year trial period allowing e-bikes on all paved trails in Fort Collins and noted the BAC will also be revisiting conversations regarding the Stop as Yield law. Nichols noted the importance on considering the impacts of the Stop as Yield law on children and bicycle safety education and provided a white paper from the City's Safe Routes to School program.

Gaskill-Fox reported the two-mile stretch of protected bike lane on Mulberry was recently completed. The next Open Streets event will be held September 9 and will end at the Mulberry protected bike lane. FC Bikes continues work on the Big Jump Project to boost bicycling in northwest Fort Collins, in partnership with PeopleForBikes.

Willis promoted the Party for the Poudre event at Island Grove Park in Greeley on Wednesday September 12 and noted community bike rides from voting districts to Windsor Lake has been successful.

Nelson reported Severance is prioritizing trail projects and considering future trails in preparation for budget season.

Dusil noted the Ride and Revel event, organized by Senior Resource Services raised \$35,000.