

# Northern Colorado Bike & Ped Collaborative

Meeting Minutes – Wednesday, December 12, 2018

Windsor Recreation Center, Pine Room

250 11th St. Windsor, CO 80550

## 1. Introductions

- ❖ Aaron Fodge, CSU
- ❖ Allison Baxter, City of Greeley
- ❖ Betsy Jacobsen, CDOT
- ❖ Bob Hinderaker, Poudre River Trail Corridor
- ❖ Joseph Flanigan, Larimer County Resident
- ❖ Kenyon Neal, City of Fort Collins
- ❖ Leslie Beckstrom, WCDPHE
- ❖ Liz Heid, Town of Eaton and Great Western Trail Authority
- ❖ Liz Young, LCDHE
- ❖ Marilyn Hilgenberg, City of Loveland
- ❖ Michael Saffel, Wagners Composites
- ❖ Ryan Dusil, NFRMPO
- ❖ Sarah Martin, NFRMPO
- ❖ Suzanne Bassinger, City of Fort Collins
- ❖ Tom Jones, Great Western Trail Authority
- ❖ Wade Willis, Town of Windsor

## 2. Approval of Meeting Minutes

Willis stated Justin Strong should be corrected to Justin Spring. The November 14, 2018 meeting minutes were approved unanimously with the change incorporated.

## 3. Wagners Composite Fibre Technologies for Bike/Ped Bridges and Boardwalks

Michael Saffel presented on the composite material solution Wagners offers for bike and pedestrian bridges. The fiber glass and resin product weighs 75 percent less than steel and can perform comparably in tension and compression tests. The product has similar costs to steel and with savings during installation due to the lighter weight. The company operates mainly internationally but has done several projects in the U.S. and is doing feasibility analysis for one project in Colorado.

Willis asked how Wagners incorporates different bridge decking materials. Saffel responded Wagners uses differing levels of grit specific to the environment it is being installed in.

Fodge asked if the deck spans can be longer than traditional spans because of the lighter weight. Wagners responded it depends on the width of the deck, but they have demonstrated a 135-foot span on a pedestrian bridge.

Saffel stated in New Zealand Wagners was able to clip a bike/ped bridge platform to an existing roadway bridge due to the lightweight material. The clip-on spans over 1,000 feet and was completed in just eight weeks at a much lower cost than a traditional detached bike/ped bridge.

Martin asked how overall cost compares to traditional bridges. Saffel stated composite installation is typically cheaper, the material is slightly more expensive, and the product is expected to last 2.5 times longer, so cost savings vary by project.

Jones asked if Wagners stores any materials in the U.S. Saffel stated all manufacturing is currently done in Australia, but two U.S. manufacturing plants will open soon.

Flanigan asked if the bridges can include sensors to detect bike/ped traffic or electric vehicles. Saffel stated this has not yet been done but could be possible.

Jacobsen stated this material could be an affordable alternative to steel for agencies to consider for their projects given the hold on federal Buy America waivers on foreign steel.

Bassingier asked if Wagners must do the construction. Saffel stated the company often offers tutorials and design guidance to contractors or agencies to carry out construction how they wish.

#### **4. NoCo Organizational Structure: Next Steps**

Willis stated the Collaborative is revisiting whether to keep its current organizational structures or pursue something different. The organizational structures the Collaborative has discussed to date are: remaining informal, pursuing 501(c)(3) non-profit status, or working with the NFRMPO to become an official committee or subcommittee. The group has discussed the idea of having a facilitated discussion to come to a decision.

Jacobsen asked if a new organizational structure would help with more than just expanding the group's financial means. Dusil stated although the financial aspect was the impetus for the discussion, a different structure could better serve NoCo in achieving its mission, solidify its role within NFRMPO processes, affirm the validity of recommendations made to the Technical Advisory Committee (TAC), and more.

Fodge stated many MPO's have bike/ped committees or subcommittees and the group should keep an open mind as to the possibilities of how it could operate moving forward. The group should consider avenues which retain the group's ability to include participation by organizations other than the NFRMPO member agencies.

Hilgenberg suggested the next discussion begin with an overview of the NFRMPO's organizational structure and how the Collaborative fits into the picture.

Young asked if the group would like help redefining its mission and vision. Willis stated this should be an internal discussion and the facilitators could assist in defining next steps. Hinderaker agreed the Mission, Vision, Goals, and Objectives don't seem to need much revision based on his experience with the group.

Jones stated he would like to see the group formalize as an official NFRMPO committee and asked if the NFRMPO has taken a stance on this. Dusil stated the NFRMPO does not have a stance but it would be up to NoCo to make a recommendation to TAC, who would make a recommendation to Planning Council. Planning Council would have to approve any formalization as an amendment to the NFRMPO's Articles of Association. Dusil stated if this were to happen, it could look a lot like the Article dedicated to the Weld County and Larimer County Mobility Committees.

Dusil will send more information for the Collaborative to review prior to the next discussion. Willis requested everyone review the Mission, Vision, Goals, and Objectives prior to the January meeting. Once these are revised, the Collaborative may request a facilitated meeting with the Larimer County Facilitation Group to discuss what organizational structure best helps the Collaborative achieve their Vision, Mission, Goals, and Objectives.

## **5. 2018 Call for Projects**

Dusil stated the Collaborative will be scoring/reviewing Transportation Alternatives (TA) applications at the January 9, 2018 meeting and asked how the Collaborative would like to structure the scoring process and who is eligible to score applications. The Collaborative decided the process and scorer eligibility will be determined by who attends the scoring meeting and who is willing to submit scores. TA project applications are due to the NFRMPO by December 21, 2018. Dusil will send the applications and all applicable scoring materials and data to NoCo members prior to the January 9, 2018 scoring meeting. The Collaborative will individually review and score the projects ahead of the meeting. Willis agreed to attend the January 8, 2018 Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) project scoring meeting as an observer on behalf of the Collaborative. Fodge will serve as an alternate. Willis stated he intends to submit a TA project application. No other members in attendance have plans to submit a TA application.

## **6. NFRMPO 2045 Regional Transportation Plan (RTP) Strategies**

Martin presented a draft of the 2045 RTP Strategies to guide progress toward the Goals, Objectives, Performance Measures and Targets (GOPMT) adopted by Planning Council in September 2018. Fodge suggested a Strategy be added to invest in more efficient movement of people through Transportation Demand Management (TDM). Willis suggested more links be made between various Strategies and Objectives to demonstrate far-reaching impacts of different actions. Martin will incorporate feedback into the December TAC packet and relay any feedback received in the next week at the December 19, 2018 TAC meeting.

## **7. Counter Data Trends**

Fodge reported CSU is adding a non-motorized counter on the Center Avenue pedestrian mall to be paid for as part of construction. CSU has seen more use in the Elizabeth Street bike/ped underpass in year two than in year one,

suggesting investments do not change behavior immediately. Fodge cautioned agencies not to draw conclusions on the success of their investments too early.

Willis stated Windsor is adding a non-motorized counter behind the Windsor Recreation Center, where it has done several counts with the NFRMPO's mobile counters.

## **8. NFRMPO Technical Advisory Committee**

Dusil stated the next TAC meeting is December 19, 2018. The STBG and CMAQ projects will be scored on January 8, 2018.

## **9. Community Updates / Other Business**

Jacobsen stated a policy is going to Denver City Council to allow e-scooters in bike lanes. The policy would not address streets without bike lanes, however. There are now six companies operating in the City. Jacobsen suspects the e-scooters are used mostly to get around downtown and campus and they are replacing walking trips more so than car trips.

Fodge stated CSU is looking to write a regulation to override state law and disallow e-scooters on sidewalks. If the City does this, some lawyers believe there is legal precedent for the City to be sued if an e-scooter user leaves the city limits and gets injured. Jacobsen added e-scooters are classified by the state as motorized toys and thus belong in the street and not on the sidewalk. Hilgenberg stated the City of Loveland is interpreting them as motorized toys as well, only allowing them in the street. Beckstrom added UNC is monitoring the issue.

Jacobsen stated the University of Denver (DU) received a CMAQ grant for e-bikes and they are haphazardly left all around campus, despite DU creating designated parking areas. Fodge stated this parking enforcement could be more effective if they were geofenced with fees applying for scooters parked outside the designated area.

Hinderaker stated he would like to see progress on e-bike policy as he has seen interest in them on the eastern portion of the Poudre Trail. Fodge stated the City of Fort Collins is beginning a one-year trial period allowing e-bikes on trails in 2019, which could serve as a case study for other agencies. Flanigan stated his motorized scooter is already allowed in the public right-of-way because it is need-based. Fodge warned local police agencies may still argue he is operating illegally if he is in the roadway, regardless if there is an alternative route or adjacent facility.

Hilgenberg stated the City of Loveland has commenced the process to buy 158 acres of open space along the Big Thompson River to make way for the trail that will lead to and under I-25.