



November 26, 2018

BICYCLE ISSUES COMMITTEE MEETING MINUTES

1. **Call to Order:** The meeting was called to order at 7:00 PM
2. **Introductions:** There was no need for introductions as everyone is familiar with one another. The individuals present were as follows:
 - Chad Stearman
 - Devin Quince
 - Heidi Quince
 - Phil Greenwald
 - Ben Ortiz
3. **October 22, 2018 Meeting Minutes:** The meeting minutes were approved as presented.
4. **Capital Improvement Program Analysis:** Responding to a question in a prior meeting about how much money is spent in on bicycling/pedestrian infrastructure in relation to the amount spent on automobile infrastructure, Ben Ortiz provided an overview of the Capital Improvement Program and highlighted the number of projects that include a bicycling, pedestrian or multi-modal component. There are approximately 17 projects in the 2018-2022 5-year Capital Improvement Program.
5. **The Ideal Bicycle Environment:** If money was not a constraint, what would the ideal bicycling environment look like? Devin noted that when one drives, you can go anywhere safely. This isn't the case for people that ride bikes. Devin feels that the ideal bicycling system would look the same as the automobile system. It would be equally safe and equally comprehensive and noted that the transportation system for people that ride bikes is not equitable by comparison to the automobile system. Chad Stearman noted that connectivity is key. There are a lot of riders that won't ride on the road due to safety concerns. The network should include a network of safe routes with major connections into and out of the city. Heidi described her experiences riding in Berlin. Bike lanes are everywhere and cars and bicycles mix in with traffic. Everyone is aware of each other. There needs to be more infrastructure.
6. **Items from Staff:** Responding to a question in a prior meeting, Ben provided highlights of the City of Longmont Bicycle Patrol. Ben relayed information provided by Officer Justin Ownbey who noted that there are currently 28 officers and

sergeants assigned to the bike patrol program. The benefits of the bike patrol program, is that officers can get to places where a car is unable to go. Also, being out in the open on a bike, police officers are able to see, hear and smell things that they might miss in a patrol vehicle. The biggest benefit is being able to interact with the community. Being on a bicycle, officers are more approachable and easier to talk to. The only drawback is response time to a call. Depending on how far the officer is away from the call, his/her response time could be greater having to respond on a bike. Devin asked what the definition and role of the Police Department's bicycle patrol? Does the Police Department have a mission statement for this program? Phil inquired as to where the safety tax is going. Chad observed that more police officers on bikes contributes to community.

7. **Agenda items for the parking lot:** Phil recommended we discuss the future of the bicycle issues committee. Devin asked that the article "Why we need to change the way we talk about traffic deaths" by Colleen Corcoran be featured as a future agenda item.
8. **Final thoughts for the good of the order:** Devin noted that it is satisfying that he is able to make a service request electronically and have issues addressed, but that ServiceWorks should be on every issue of LoCo About Cycling. Chad expressed concern that it is not easy for people that ride bikes to find information. Information should go out more globally. Devin wondered why there isn't universal support for the Vision Zero program and why there is pushback against the goal of zero fatalities?
9. **Adjourn:** The meeting was adjourned at 8:32 p.m.