



**September 24, 2018**

## **BICYCLE TASK FORCE MEETING MINUTES**

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1. The meeting was called to order at 7:00 PM
2. Individuals present were asked to introduce themselves. Individuals present included the following:
  - Anna Kragerud
  - Chad Stearman, Task Force Member (Task Force)
  - Chris Salt, Task Force
  - Phil Greenwald, City of Longmont (COL) Transportation Planner
  - Ryan Kragerud, Task Force
  - Ben Ortiz, COL Planner
3. The August 27, 2018 meeting minutes were approved as presented
4. The Task Force members reviewed the Longmont Loop on the current 2018 City of Longmont Bicycle Map and suggested the following changes:
  - Use the Rally Ride alignment which is similar to the existing Longmont Loop alignment but different in some respects and longer.
  - Incorporate the greenway in the southeast corner of the City of Longmont.
  - Add spurs off of the loop to access notable destinations.
  - Show the location of restrooms.
  - Reroute the loop in the northwest corner of the existing loop to go around Lake McIntosh.
  - Reincorporate the St. Vrain Greenway.
  - Create two loops: an inner loop and an outer loop.
  - Reroute the loop at 9<sup>th</sup> and Pace so that instead of it heading west on 9<sup>th</sup>, the alignment should continue south of 9<sup>th</sup> and then head west through the Rider Ridge neighborhood.
  - Show how to get to the LoBo Trail.
5. Ben provided a brief overview of Land Development Code (LDC) street networks requirements and noted that this was an issue raised by Nick Ellens at the first meeting in June. Ben highlighted two relevant sections in the LDC that impact street design as well as bicycle facilities. They include LDC section 15.05.050, Streets and Vehicle Access and Circulation and LDC 15.05.060 Pedestrian and Bicycle Access

and Connectivity.

The purpose of LDC section 15.05.050 is to accommodate safe efficient, and convenient movement of vehicles, bicycles, pedestrians, and transit through developments and to and from adjacent properties and land uses with the development of new subdivision designed in a grid configuration to the maximum extent practicable.

The purpose of LDC 15.05.060 is to provide safe and convenient system of well-connected pedestrian ways and bike ways and multi-use corridors that link developments with shopping, employment centers, recreational facilities, open space, parks, transit stops and schools and requires all new developments to provide on-site pedestrian and bicycle facilities that connect to the city's existing and planned bike and pedestrian network.

Nick asked if the cul-de-sac design was a carryover from the previous land development code requiring pedestrian and bicycle connections at the end of a cul-de-sac. Not having those connections is no big deal for a person driving a car, but for someone walking or on bicycle it can be a problem.

6. Ben provided an overview of how to effect change to the City's street design standards. The Public Works Department is currently making amendments to section 200 of the design standards and construction specifications. They are working with traffic engineering to include on-street cycling improvements and are looking at bicycle lane widths. Included in the proposed revisions will be a public process which will take place in November or December with an ordinance going to City Council tentatively scheduled for February of 2019 requiring two readings of the ordinance with the second being a public hearing. In advance of a City Council public hearing, there will be public meetings and presentations before the Parks and Recreation Advisory Board, the Transportation Advisory Board and possibly the Planning and Zoning Commission. Ben recommended attending public meetings and provide comments to city staff and at various advisory board meetings. Ben also suggested attending City Council meetings and strongly suggested speaking during the public invited to be heard.
7. Ben presented two items from staff: the Main Street Corridor Master Plan and the Transportation Web Site.

Main Street Corridor Master Plan Overview: The City put out an RFP to hire a consultant for the development of the Main Street Corridor Plan. The corridor extends from Highway 66 to Plateau Road with a study area of one to three blocks either side of Main Street. The plan will generate detailed recommendations for enhancements to the transportation system; changes to land uses and specific priority redevelopment projects & catalyst sites. Ben noted that the project may have significant impacts on the bicycling, walking and transit environment in the

corridor. The City will likely seek the task force's input in the future.

Transportation Web Site Development: Ben noted that the City doesn't have a single transportation page and that several departments have contributed to transportation web content over the years in an uncoordinated way. The City's goal is to create a single site where all transportation-related information can be kept. Ben asked the group to look at other transportation web sites from other municipalities and share their findings with the city.

Pace Street, 17<sup>th</sup> to Hwy 66: Phil noted that really wide buffers have been added to the bike lanes along Pace Street between 17<sup>th</sup> Avenue and Hwy 66 and noted that this would be a good place to add lane delineators as bicycle infrastructure enhancements.

Bicycle Task Force Name Change: Phil noted that calling the group a "Task Force" assumes that the committee is sanctioned by City Council which isn't the case and that the group is more of an issues committee to give the bicycling community the opportunity to provide feedback to the city on issues impacting people that ride bicycles. Phil thought an appropriate name might be "Bicycle Issues Committee." Ben added that we didn't have to brainstorm a new name in the meeting, but that we could offer suggestions through e-mail.

8. Several items were brought forward as potential agenda items for the agenda items parking lot. They include:
  - Study on how much money Longmont spends on bicycle infrastructure versus automobile infrastructure.
  - Report on how the City polices transportation and why there aren't more cops on bicycles.
  - Status of the missing links project.
  - Work on adding bicycle connections east to I-25 onto the bike map.
9. The meeting was adjourned at 8:32.