



APRIL 22, 2019

BICYCLE ISSUES COMMITTEE MEETING MINUTES

1. Call to Order: The meeting was called to order at 6:00 PM. The following individuals were present:

- Berenice Garcia-Tellez
- Brenna Gibson
- Chad Stearman
- Chet Henry
- Devin Quince
- Ellen Wilkin
- Gabriel Henry
- John Gibson
- Phil Greenwald
- Rick Marlow
- Ben Ortiz

As there were several new participants to the committee, Ben asked everyone to introduce themselves.

2. March 25, 2019 Meeting Minutes: Ben Ortiz asked the committee if they had any corrections to the March 25, 2019 meeting minutes. No one recommended any amendments.
3. Sustainable Business Program Overview: Berenice Garcia-Tellez provided an overview of the new City of Longmont Sustainable Business Program. There were no questions from the committee.
4. Main Street Corridor Plan (Bicycle and Street Connections): Phil presented recommendations made by the consultant for bicycle connections on the Main Street corridor plan. Comments from the committee include the following:
- Prospect to Quail on Main is an extremely dangerous stretch of roadway and requires a buffered facility.
 - What is meant by intersection improvements? More specificity is required.
 - Add intersection improvements at Ken Pratt Blvd and Emery Street.
 - Pedestrian indicators are needed at intersections.
 - How does the map factor into the broader network including the north/south & east/west connections?
 - Where are the point A to point B connections?
 - There are a lot of driveways along sections of Main Street.
 - User stories should go along with Bicycle Connections Map showing what it looks like today versus what it's expected to look like in the future.
 - Intersection improvements are needed and should include things like no rights on red, round-a-bouts versus lights.
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- Main Street and Ken Pratt Blvd crossings are difficult. What's being proposed to address this difficulty?
- The biggest challenge is to get the bicyclist across the intersection in front of traffic.

5. Pike Road Issues: Phil outlined the Pike Road bicycle and pedestrian improvements which include buffered on-street bike lanes. Some Prospect residents are opposed to the bike lanes aspect of the project arguing that nobody rides bicycles and that there's a side path already in existence. The problem is that the side path is used by slow riders, dog walkers, kids, and people who walk. Phil noted that we're trying to raise awareness of the new facility.

Several members of the committee including Devin Quince, John Gibson, Chet Henry expressed approval of the project stating that it would be an improvement.

6. Price Road Final Alternatives: Phil provided an overview of the future Price Road improvements which is designated as an Enhanced Multi-use Corridor (EMUC). Generally the committee was impressed with the plan and effort by the City to improve this section of street. Some of the responses to the proposed improvements are as follows:

- Insure that the proposed curb ramp at the end of the cul-de-sac is in straight alignment with the future path, with no big curves to get across the new bridge connecting Price Rd. Insure easy connections to the future Greenway trail.
- At the intersection of Price Rd and Boston Ave, the committee requested that the bike-only left turn lane be painted all green to delineate no cars.
- Some of the committee members felt that they would probably just cross Boston Ave at the larger crosswalk on their bikes, not using the bike-only left turn. This led to discussion about the City's dismount at cross-walk rule which the City will be reviewing with City Council soon.
- On Price Rd north of Boston, one member asked if we could use a thicker or textured striping surface so distracted drivers would know when they are starting to cross the buffer into the bike lane. They did not want rumble or mumble strips.
- There was some concern that the southbound bike lane buffers disappear as Price Rd approaches to Boston Ave.
- The committee had a number of comments about the number and size of access points to WP (NW corner of Boston/Price)—they asked about access consolidation with this project.
- The committee expressed dissatisfaction about the proposed west side sidewalk not being very direct as the alignment bends north on Price towards 2nd Ave.
- There's a large tree at the southwest corner of Price and 2nd that obstructs the view of north and east bound traffic. Few people stop at the stop bar currently. How can one prevent the same thing happening now from happening in the future?
- The group had a number of issues with the intersection at Price/2nd Ave, particularly:
 - The need for a stop bar for northbound traffic turning east onto 2nd Avenue. Is this changing to the original idea of a free-running right turn? Add signage requesting a yield to bicyclists continuing northbound.
 - Crosswalk continuing across the Price Rd leg of the intersection
 - Sharrows for the northbound free-running right turn and possibly on 2nd Ave.
 - It wasn't clear from the concept plans if there is a curb-ramp on the SE corner of the intersection.

7. Adjourn: The meeting was adjourned at 7:25.