

**AIR QUALITY ADVISORY BOARD  
REGULAR MEETING  
MONDAY, AUGUST 19, 2013**

**DATE:** MONDAY, AUGUST 19, 2013  
**LOCATION:** Traffic Operations Center, 626 Linden Street, Main Conference Room  
**TIME:** 5:30–8:30pm

**For Reference:** Rich Fisher, Chair 970-221-4389  
Ross Cunniff, Council Liaison 970-420-7398  
Melissa Hovey, Staff Liaison 970-221-6813

**Present:**  
Greg McMaster (late)  
Nancy York  
Dave Dietrich  
Scott Groen  
Tom Moore  
Rich Fisher

**Staff Present:**  
Amy Lewin, Transportation Planner  
Pete Wray, Senior City Planner  
Paul Sizemore, FC Moves Program Manager  
Emma McArdle, Transit Planner  
Joe Olson, City Traffic Engineer  
Melissa Hovey, Staff Liaison  
Aaron Iverson, Senior Transportation Planner  
Timothy Wilder, Service Development Manager  
Lucinda Smith, Environmental Services Director  
Dianne Tjalkens, minutes

**Absent:**  
John Shenot  
Jim Dennison  
Michael Lynn

**Guests:** none

**Call meeting to order:** Rich Fischer called meeting to order at 5:35pm.

**Public Comments:** None

**Review and Approval of July 15, 2013 minutes**

Dave Dietrich moved and Scott Groen seconded a motion to approve the July 15, 2013 AQAB minutes as presented.

Motion passed unanimously: 5-0-0

**Future agenda items:** Energy issue, Mosquito Advisory Group, Bike Advisory Committee, fugitive dust next steps/communication strategy for issues/recommendations (Tom); and requests for staff presentations: Paved Trails Master Plan, Smoking Ordinance, 2014 proposed Transfort realignment, and others (Melissa will send later).

## **AGENDA ITEM 1: Transportation Issue Discussion**

*AQAB members and staff from FC Moves, Traffic Operations, and Transfort engaged in a discussion on transportation planning and the analysis of air quality impacts. Key aspects of the Transportation Master Plan, enhanced travel corridors, and Transfort route changes were included in the discussion.*

Paul Sizemore gave a presentation on transportation topics and the FCMoves department (see Power Point). FCMoves is new within the PDT (Planning, Development and Transportation Service Area). He discussed the mission of the department, their key goals, how these relate to the triple bottom line, key activities for near term and long term planning, advocacy for more active sustainable transportation, and community programs for education and encouragement (FCBikes, Safe Routes to School, and Bike to Work Day). They host bike week events and coordinate train-the-trainer events so schools can run their own Safe Routes to School programs, in addition to other events.

- Melissa asked Paul to elaborate on modal shift. Paul talked about the Harmony Corridor. There are many external traffic factors that cannot be controlled. FCMoves looked at how to make alternate transportation in the corridor more comfortable and safe. They have enhanced bus service in that area and are attaching paths for pedestrian traffic. They can plan and make options available to shift volume from one mode to another, with impact on emission, traffic volume, etc.
- Nancy asked how they will keep track of success/changes. Paul said it's difficult in corridor plans to assess successes, especially in air quality. Aaron added that they will be able to measure ridership changes. They can also do pedestrian and cyclist counts, though those are more difficult.
- Dave asked about developers paying for the roads and asked if there can be simple connections made without major construction. He gave an example of getting from Trilby/Timberline to Kinard and Fossil Ridge High, where you can almost see where you want to get, but cannot get there. Aaron said they have installed temporary asphalt paths in some areas that they know will later be built out. He gave the example of an asphalt path between 1<sup>st</sup> and 3<sup>rd</sup> that will ultimately become a sidewalk. They are going to do a project near Tavelli to create a place for kids to walk to school. Paul said that these concerns occur most in areas that have been annexed, where not all of the infrastructure is in place. Paul said they may not have the right of way to make temporary connections in the area of Trilby/Timberline to Fossil Ridge.
- Nancy wanted to know if they have a method for soliciting public suggestions. Aaron said that neighborhoods have generated requests, but he is not sure how they came about, or what the process is for ranking the projects. Aaron said he does not know of a formal system for taking requests, but that they are all addressed. Anyone can make a request via Access Fort Collins, either online or by phone.
- Dave added that this was a situation in which the district built two new schools, but there wasn't any planning for transportation to the schools. He sees many areas of town in which these types of things occur and it takes a long time to address/solve them. Paul discussed that they have a capital program that decides how their budget gets spent. The temporary fixes will be in competition for funds with the capital projects. Paul added that there is a multi-modal requirement on the books now.
- Rich asked about the integration method between the school district and Transportation's multi-modal requirements. Timothy said that the district goes through a different review process in Transportation than other projects. Paul added that coordination with them on site selection and infrastructure could be beneficial. Amy added that the Safe Routes to School coordinator is the liaison to the district. She is new, but will be a good place to start when a new school building project comes up.

- Tom suggested Safe Routes to School publish a brochure on the safest schools to get to for bicyclists and pedestrians. He wants to introduce the idea of not losing what we already have when new construction happens. He gave an example of a bike bridge that doesn't get used near where one is needed and the closing of a bike path for months during reconstruction in Woodward. Amy said that CDOT is looking to reconstruct the bridge at Mulberry and take the adjacent bike and pedestrian bridge and move it to Lemay.
- Rich said that he spent a few days in The Hague. He said he'd like to determine what makes that such a great biking community. He thinks one thing is speeds. He wonders about lowering speed limits in certain areas. What determines the speed limits along our main corridors? Speed is a major issue in bike safety. He said the biggest time for vehicles to emit is when taking off from a stop. He suggested that the best way to reduce emissions is to move traffic without stopping. Aaron said that Joe would discuss this in his presentation. He added that just lowering speed limits does not change the actual speeds. He has suggested making the speeds on Harmony lower to make it safer, but this will create more congestion. There is a tradeoff between keeping people moving and slowing down traffic.
- Tom added that another issue with Harmony is the width of the road; pedestrians such as the elderly and disabled do not have enough time to cross. Aaron said they are looking at refuges and other methods to address the challenges of moving pedestrians across Harmony, while keeping stop and go reduced.
- Rich said that if the light changes to yellow when he is biking across the intersection, the intersection is so big that the light may turn red before he gets across.
- Tom asked if the goal is free-flowing traffic or pedestrian use. Paul said it depends on contexts. On Harmony the traffic volume is high and that is the function of the road, so flow is of higher importance in that part of town. In Old Town pedestrian traffic has more priority and cars are slowed down. They must establish the priority of each area.
- Rich said this is a larger policy issue and asked who establishes it. Paul said they come out of the Transportation Master Plan, which is adopted by City Council, and he sees that a shift can happen during the next Master Plan.
- Scott asked if you are walking east on Harmony, where are you going? He said there is nowhere to go. He said there isn't a bicyclist in their right mind who will get on Harmony. He said there are only 3 ways out of town and if someone is heading east on Harmony, it is so they can leave Fort Collins.
- Dave asked if there has been consideration in the master plans on how to get straight from the interstate to the middle of town (flyovers). He said back east there are ways to avoid these long corridors. Aaron said that Harmony was that direct connection when it was built, as it is a state highway. Dave said there is a lot of vacant land in the Prospect area for a flyover. Pete said that they have policies to think about different level of service standards depending on pedestrian traffic.
- Nancy added that she is more interested in eliminating automobile traffic than accommodating it. She wants to know how they are interacting with CSU and why they have no restrictions on students bringing cars into the community, and seem to desire to grow the community. She hopes that transit will serve the rest of Fort Collins as well as they serve CSU. Amy added that CSU does have a plan to look at traffic issues. They are looking to enhance MAX in the CSU area and other methods to limits students need and desire to have cars by making the area better for pedestrian, bike, and mass transit. Nancy said she understands that transportation is very focused on the automobile and that Transfort gets second fiddle. She believes that BOB2 may be an opportunity for them to get more funding. She would like to see Transfort get more funding and wonders about the operation and maintenance costs of MAX. She said the work they do now will affect BFOs next year.

- Tom asked if there is an engineering standard for bike paths in the City, and he would like to know which bike paths are up to those standards. He sees a struggle to maintain current bike paths. Amy said the Trails Master Plan will address what the standards are. Aaron added that there was an inventory done. Amy said that some are in the works for reconstruction and others are in the queue. Aaron added that the Bike Master Plan will be coming up soon too.
- Greg said that an issue is an incredible reliance on Max, but that if we don't get phase 3 built out, then we will have a disaster. There is no money for the phase three build out. Timothy said that Max needs east-west connectors to function properly. He gave the example of taking the bus to Max and going down town, then taking Max back, and being too late for a bus to get home. He said Max is limited by connections, after hours, and other issues, that are funding challenges. A funding proposal is going to Council in September for short term funding. He said other communities have dedicated funding for their mass transit systems.
- Greg also asked how many people each Max "bus" will hold. There will be seating for 60 with a maximum capacity of 100 people. There are 5 busses that will run every 10 minutes. He believes the system can handle the demand.
- Greg wondered about planning for moving lots of people during large events. Timothy said they can have trailer busses.
- Scott suggested paid parking for downtown to encourage people to take the Max. He mentioned taking a bus from the Harmony Transit center to Max, then into downtown. Timothy said this is possible.
- Nancy asked if they can survey other universities about how they are reducing student cars. Timothy said there was a survey done and 20% of the students surveyed do not have cars. Freshmen are discouraged from bringing cars and CSU charges for parking on campus. There needs to be a complete system in place to avoid additional on-street parking.

## **AGENDA ITEM 2: Lincoln Corridor Presentation**

*Amy Lewin, Transportation Planner, FCMoves, and Pete Wray, Sr. City Planner presented information on the Lincoln Corridor Plan. The purpose of the Lincoln Corridor Plan is to develop a compelling vision and to identify and prioritize improvements to the street and surrounding area.*

Pete gave a presentation on the Lincoln Corridor Plan. They are providing updates to other boards as well. It is a 12-month process, and they look to bring final recommendations to Council in March of next year. Over the last 10 years there have been emerging issues in the corridor. He discussed that this is an opportunity to coordinate with development projects (including the Woodward expansion), and to create a "Green Street." He discussed the purpose of the plan being to develop a vision and develop related projects along the corridor. He showed a map of the area of influence and the core study area, and discussed other project plans that will affect the area. They started Phase 1 in the spring, with a citizen engagement project and visioning. They will be publishing the draft vision and public commentary, and are starting Phase 2 in which they look at alternative visions. There will be more community engagement opportunities upcoming, including an online survey. They have engaged a group of residents and businesses, as well as DBA. Phase 3 will be creating the implementation strategy. They are

exploring all possible funding sources. He discussed the west side of the corridor including Jefferson, the railroad tracks, and the narrowing at the bridge. He showed where Woodward will develop on the east.

Amy presented information on community engagement activities they have done. She discussed issues the residents have raised, such as pedestrian safety. Phase 1 documents the community engagement, and the key values of the area. She showed a sketch of the Corridor Vision, and discussed key concepts of the vision, design alternatives, and next steps.

- Scott asked about how many employees there would be at full build out of Woodward. Pete said 1700. Amy added that they will have corporate headquarters and R & D onsite, as well as split shifts for manufacturing. He said they plan to keep their existing location as well.
- Tom asked about the southern side of the property. Pete said that the agreement dedicated 30 acres to the City; the Poudre River Trail will be closed for a while, and the floodplain, trail, and ponds will be reconfigured.
- Rich asked the reasoning behind creating a floodplain there. Melissa said there are videos on the Woodward website of the open house and about the Poudre River restoration. Pete said that there will be right of way to do street design, bike lanes, enhanced sidewalks, etc. Woodward has an interest in creating a more attractive corridor and has donated some right of way.
- Scott asked about the fate of Team Petrol and a freight company that are located in the Lincoln corridor. Amy said they have the reality of needing to serve truck traffic in this corridor and need to determine how they will accommodate this traffic and these businesses. Pete added that there is truck traffic from the industrial area of Mulberry, and brewery tour traffic has increased. They will be looking at all alternatives. Greg suggested a staging area for large trucks to offload to smaller trucks that would travel to their delivery areas.
- Tom asked about the mitigation strategy for the closing of the bike trail at Mulberry. Amy said they are working on detours. Melissa thought that the trail closures would happen mostly during the winter months. Lucinda added that the closure would be for two months during the winter.
- Tom said the bridge at Mulberry will be replaced and wonders about the other side of the river. He thinks it's a great opportunity to make the river more accessible from both sides, such as adding another trail. Amy talked about the Poudre River Downtown that is a strategic process to enhance river access between Mulberry and Shields, and FCMoves will be working with them. Pete said that the new bridge will be very attractive and there are opportunities to provide enhanced connections between Lincoln and Mulberry. Tom said he has never been to the Udall Natural Area because it is difficult to get there now.
- Amy mentioned that the Lincoln Bridge rebuild is 10 years out. Dave was concerned that the whole concept is restricted by the bridge. Pete mentioned alternate bike and pedestrian paths as interim improvements.
- Tom said that there are impacts on neighborhoods and businesses when you move around as much dirt as they are planning to move. He wondered what the strategy is for dust mitigation.
- Pete asked whether, as they design alternatives, it would make sense to come back to the AQAB in September or October. Amy said they are having an input session on September 19<sup>th</sup> that we are invited to attend.
- Greg said that we are an air quality board and he would like to see data quantifying facts on air quality. When they come back, he would like to see impacts on air quality for each alternative vision/design. Amy said that the alternatives may not have much impact on auto miles. They are trying to figure out what is

most meaningful for comparing the alternatives. Pete said they are looking at existing and projected traffic volumes and designing for enhanced bike and pedestrian use and roundabouts to minimize stopping at intersections. Melissa suggested working as a board to determine what information we want from presenters in the future regarding air quality.

- The October meeting may be a good time for the presenters to return to AQAB, before they go to the Council Work Session. The board will discuss and decide.
- Lucinda added that this question will come up when the City develops a more comprehensive triple bottom line model. Council is interested in a more robust framework. They may look for outside assistance. The question about where to invest in data will come up and the board's input is valuable.
- Rich said there are a number of activities (cold starts, dust, speeds), that can have an effect on air quality. Melissa suggested the board come up with a technical paper to provide to presenters.
- Nancy suggested a mandate on using transit when a business meets a certain criteria on number of employees.

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### **AGENDA ITEM 3: Tour of Traffic Operations Center**

Joe Olson, City Traffic Engineer, will lead a tour of the Traffic Operations Center and traffic control facilities

[TOUR]

Joe showed the board the traffic control room, with monitors of 42 traffic lights in the City. He discussed how traffic light timing is coordinated to maximize traffic flow, in order to minimize emissions and fuel consumption. He described and showed new technology for counting vehicles, models for determining impact of new traffic flow designs, and bike sensors at intersections.

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### **AGENDA ITEM 4: Staff Update**

Update on relevant air quality issues.

Not discussed.

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### **AGENDA ITEM 5: Input to BAC on Stop as Yield Law/Review of Action items and future agenda items**

Not discussed.

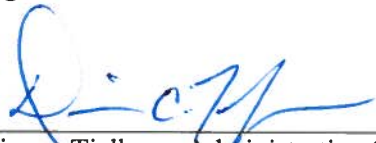
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**Adjournment**

Rich moved to adjourn. Greg seconded. Meeting adjourned at 8:22pm.

Approved by the Board on September 16, 2013

Signed

  
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Dianne Tjalkens, Administrative Clerk II

9.25.13  
Date

