

# Report on the 2009 Bicycle Safety Summit

“What Can Be Done to Create a Safer Bicycle Culture in Fort Collins?”

Meeting held on Thursday Feb. 12 at Drake Centre, Fort Collins, CO

Report Completed By:

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Director, Center for Public Deliberation

Full report available at [www.cpd.colostate.edu](http://www.cpd.colostate.edu)



Colorado State University

CENTER FOR PUBLIC DELIBERATION

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## **EXECUTIVE SUMMARY**

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On February 12, 2009, 79 community members attended the Bicycle Safety Summit hosted by the CSU Center for Public Deliberation and co-sponsored by Bike Fort Collins, FC Bikes, and the Fort Collins Bicycle Co-op. This report represents an analysis of the material gathered during that summit, and presents all the raw data collected during the event. This report was provided to Bike Fort Collins, FC Bikes, and the Fort Collins Bicycle Co-op in order to assist in their planning for additional projects to improve bicycle safety in our community.

### **Brief Summary of Key Findings/Themes:**

- Bicyclists at the event reported generally feeling safe in Fort Collins. We are thus seeking to improve an already positive situation.
- Concerns were rather diverse and multifaceted, with no specific issues dominating the conversation.
- The most important concerns were related to the combination of the lack of knowledge and inappropriate behavior of both bicyclists and motorists. Thus many of the suggestions for actions focused on increased educational efforts aimed at informing and encouraging improved behavior.
- Increasing education and adjusting behavior certainly involves the city government, but also clearly goes beyond the control of government, and calls for a concerted, collaborative effort across many stakeholders, including, but not limited to, the city, CSU, the school district, and bicycle-focused organizations and businesses.
- A number of infrastructure issues were mentioned, but they were not as high priority as improved education, and were also rather dispersed.
- Many pointed to the need to increase use of safety equipment, including helmets, lights, and mirrors.
- Bicyclists and motorists need to work together to improve mutual respect. Discovering productive ways to increase mutual respect will be an important issue moving forward.
- Many bicyclists welcomed increased enforcement of current laws, whereas police officers that attended were reluctant to rely on increased enforcement.
- A number of innovative ideas were discussed, such as bicycle boulevards, Green zones, etc.
- The top rated suggestion was to include information concerning bicycle rules in driver's education and in driving tests. The feasibility of that suggestion should be examined soon.
- Another grouping of themes revolved around the general idea of increasing the visibility and size of the bicycling culture, based on the assumption that as the number of bicyclists increase, the safer they will all be.
- Participants generally supported a cell phone ban when asked, but the banning of cell phones was not chosen as a key next step by any of the small groups.
- Participants were split against the idea of mandating the use of helmets.
- A number of ideas for increased distribution of bicycle safety information were discussed, as well as the use of incentives to encourage more participation in safety classes or workshops.
- The issue of bicyclists stopping at stop signs needs more discussion. Even safety conscious bicycle advocates admit to not always stopping, likely because of the basic physics involved and loss of momentum. Some participants suggested changing city laws to allow cyclists to treat stop signs as yield signs.



Participants in small group discussions at the Bicycle Safety Summit

## **PART 1: BACKGROUND ON THE SUMMIT**

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The planning for the Bicycle Safety Summit began when David “DK” Kemp, the FC Bikes Bicycle Coordinator for the city of Fort Collins, contacted Martín Carcasson, the Director of the Colorado State University Center for Public Deliberation (CPD) in January of 2009. DK expressed interest in bringing the community together to discuss transportation safety issues, particularly due to public concern that had increased due to tragic accidents in 2008 that resulted in the deaths of two cyclists. After that initial meeting, Dr. Carcasson contacted Bike Fort Collins and the Fort Collins Bicycle Coop, and both agreed to serve as sponsors of the event along with FC Bikes and the CPD.

On January 30<sup>th</sup>, a planning meeting was held that included Carcasson; Kemp; Jeff Emmel from Bike Fort Collins; Rick Price from the Fort Collins Bicycle Co-op; Joy Childress, the Traffic & Bicycle Education and Enforcement Supervisor from the Colorado State University police department; Sarah Pooler from the CSU Journalism & Technical Journalism (JTC) department; and a group of students from the CPD. Sarah Pooler had taught a Public Relations course during the fall 2008 semester that focused on developing a communication campaign for Bike Fort Collins focused on educating CSU students on bicycle safety. As part of that project, the students in the class administered a survey on campus which gathered information on bicycle safety issues. Some of the data from the survey was provided to participants at the summit, and many of the questions asked in that survey were also asked of the participants during the summit. At that planning meeting, it was decided due to the limited time to publicize and the fact that the primary players had expertise on bicycle issues, to focus the event on bicycle safety in particular, rather than both bicycle and pedestrian safety, as was the original assumption.

## **PART 2: EXPLANATION OF THE PROCESS**

---

The event was held at the Drake Centre on Thursday night, February 12<sup>th</sup>, from 6-8pm. The room was set up with 20 large round tables with up to 10 seats each. Two CPD students were at each table, one to serve as the facilitator and one to serve as a notetaker. The meeting began around 6:10, as many participants were still entering the building. We began with 7 active tables, and then expanded to 9 after additional participants arrived. After a brief welcome and introduction by Kemp, Carcasson went over the goals and process for the event.

### **The goals for the event were:**

- Give community members a chance to express their concerns and hear from each other on this issue
- Capture ideas and get a sense of priorities and challenges to moving forward
- Provide useful information to co-sponsors

The meeting was therefore designed as a starting point, to gather ideas and priorities from the participants, rather than focus on particular ideas. The assumption from the beginning was that a later meeting may utilize the information gathered here to develop more specific directions for next steps.

In order to reach these goals, participants were facilitated through five separate “sessions”:

**Session 1: (small groups) Identifying key concerns/problems** (6:20-6:40 pm).

**Session 2 : (large group) Evaluating and ranking key concerns** (6:45-6:55 pm)

**Session 3 (small group): Identifying next steps/key actions** (7:00-7:20 pm)

**Session 4 (large group): Evaluating and ranking key goals/actions** (7:25-7:35 pm)

**Session 5 (new small groups): Discussion of action steps** (remaining time)

Sessions 1, 3, and 5 were small group sessions at the tables with the CPD students facilitating and taking notes. During sessions 2 and 4, participants used electronic keypads to answer questions put to the entire group. For a complete explanation of the process, including the specific questions that were asked, see Appendix A.

**PART 3: WHO WAS IN THE ROOM?**

At the beginning of session 2, participants were asked a series of demographic questions to ascertain who attended the forum. Complete data from the keypad voting is available in the appendix B of the full report. A total of 79 participants were involved with the summit, aided by 20 students and staff from the CPD. The audience included 50 males and 27 females (a 65/35% split). The audience was predominately Caucasian, with one African-American, one Hispanic, and 4 “others.” All but six participants were from Fort Collins zip codes, including 17 from 80521 (21%), 25 from 80524 (32%), 15 from 80525 (19%), and 16 from 80526 (20%). Two identified as being from Loveland, and 4 from “other.” Participants were asked which group they “most closely identified with,” and the answers displayed in Table 1 below.

| Table 1: Primary Identification of Participants |           |         |
|-------------------------------------------------|-----------|---------|
|                                                 | Responses |         |
|                                                 | (percent) | (count) |
| Bicycle advocate                                | 49.35%    | 38      |
| Concerned citizen                               | 23.38%    | 18      |
| College student                                 | 9.09%     | 7       |
| Law enforcement                                 | 7.79%     | 6       |
| Other                                           | 3.90%     | 3       |
| Med/health care                                 | 2.60%     | 2       |
| Gov official                                    | 2.60%     | 2       |
| K-12 student                                    | 1.30%     | 1       |
| Parent                                          | 0%        | 0       |

In summary, essentially 50% of the participants self-identified as “Bicycle advocates,” and the other 50% as something else. Lastly, participants were asked their age and what type of bicyclist they were, and the results are shown on figures 1 & 2.

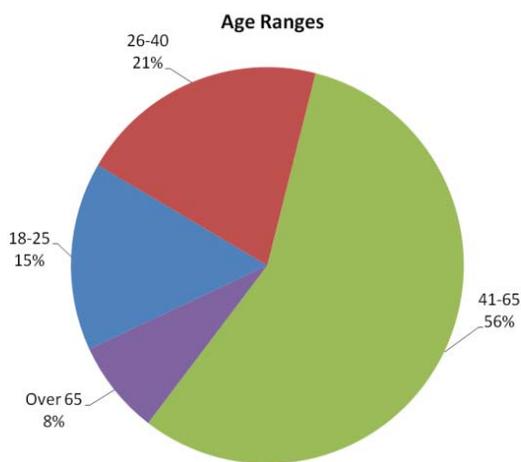


Figure 1: Age Ranges

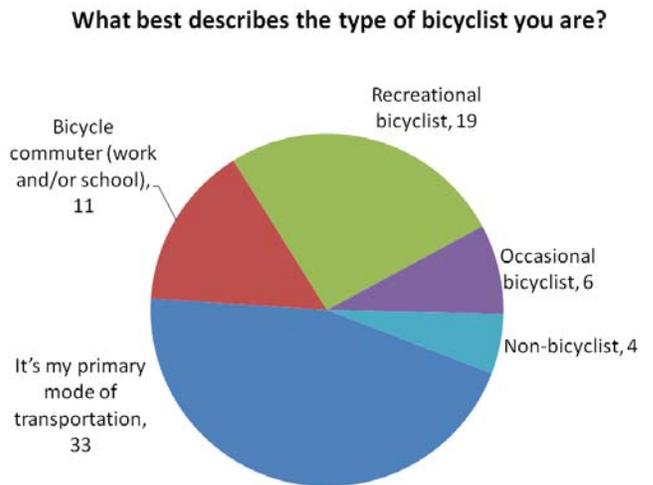


Figure 2: Type of Bicyclist

The participants were then asked a series of questions concerning bicycle safety:

**Do you wear a helmet when you ride?**

|              | Responses |         |
|--------------|-----------|---------|
|              | (percent) | (count) |
| Always       | 65.79%    | 50      |
| Sometimes    | 18.42%    | 14      |
| Rarely       | 2.63%     | 2       |
| Never        | 11.84%    | 9       |
| I don't ride | 1.32%     | 1       |
|              | 100%      | 76      |

**How often do you come to a complete stop at stop signs when cycling?**

|              | Responses |         |
|--------------|-----------|---------|
|              | (percent) | (count) |
| Always       | 24%       | 18      |
| Sometimes    | 72%       | 54      |
| Never        | 4%        | 3       |
| I don't ride | 0%        | 0       |
|              | 100%      | 75      |

**How often do you come to a complete stop at stop signs when driving?**

|               | Responses |         |
|---------------|-----------|---------|
|               | (percent) | (count) |
| Always        | 70.27%    | 52      |
| Sometimes     | 21.62%    | 16      |
| Never         | 1.35%     | 1       |
| I don't drive | 6.76%     | 5       |
|               | 100%      | 74      |

**When driving, how often do you make eye contact with bicyclists at intersections?**

|              | Responses |         |
|--------------|-----------|---------|
|              | (percent) | (count) |
| Always       | 58.11%    | 43      |
| Sometimes    | 39.19%    | 29      |
| Never        | 1.35%     | 1       |
| I don't ride | 1.35%     | 1       |
|              | 100%      | 74      |

**When cycling, how often do you make eye contact with motorists at intersections?**

|              | Responses |         |
|--------------|-----------|---------|
|              | (percent) | (count) |
| Always       | 72%       | 54      |
| Sometimes    | 25.33%    | 19      |
| Never        | 1.33%     | 1       |
| I don't ride | 1.33%     | 1       |
|              | 100%      | 75      |

**To what degree do you feel safe riding in Fort Collins?**

|               | Responses |         |
|---------------|-----------|---------|
|               | (percent) | (count) |
| Unsafe        | 0%        | 0       |
| Somewhat safe | 36%       | 27      |
| Safe          | 60%       | 45      |
| N/A           | 4%        | 3       |
|               | 100%      | 75      |

**Do you feel knowledgeable about cycling rules and regulations?**

|            | Responses |         |
|------------|-----------|---------|
|            | (percent) | (count) |
| Not at all | 2.60%     | 2       |
| Somewhat   | 24.68%    | 19      |
| Very       | 72.73%    | 56      |
|            | 100%      | 77      |

**Is cycling allowed on sidewalks in Downtown Fort Collins?**

|     | Responses |         |
|-----|-----------|---------|
|     | (percent) | (count) |
| Yes | 6.76%     | 5       |
| No  | 93.24%    | 69      |
|     | 100%      | 74      |

**Is cycling allowed on College Avenue in Downtown Fort Collins?**

|     | Responses |         |
|-----|-----------|---------|
|     | (percent) | (count) |
| Yes | 56.16%    | 41      |
| No  | 43.84%    | 32      |
|     | 100%      | 73      |

## **Analysis of the initial survey questions**

### *Helmet Use*

As shown on the previous page, it was clear that those participating in the event were generally more safety conscious than the general public. 66% reported they always wear a helmet when riding, whereas a 2004 study of bicycle riders in Fort Collins showed that 48% of observed riders wore helmets, and the JTC Public Relations class survey had only 13% answer “always” to the same question.

### *Stopping at Stop Signs*

Only 24% reporting “always” stopping at stop signs when riding, compared to 70% when driving. In the JTC survey, 22% answered “always,” so the gap here narrowed considerably. So even the particularly safety conscious riders self-reported that they often do not obey stop signs. Discussion on the point included the basic fact that stopping at stop signs leads to a total loss of momentum, which is obviously much more significant for bicyclists than drivers. Some participants suggested a change in the law to allow bicyclists to treat stop signs as yields, as they do in some other cities. Overall, this is an important issue that requires additional discussion, as the running of stop signs by bicyclists likely plays a role in the perception of bicyclists as disrespectful of the law, but at the same time there are reasons for the lack of compliance.

### *Do you feel safe riding in Fort Collins?*

Of the 75 participants, no one reported they felt unsafe, which seems a significant result. 36% felt “somewhat safe,” and 60% felt “safe.” Overall, this supported the argument discussed during the planning of the event, that while improving safety is always an important concern, we are working from a position of strength in Fort Collins. Many believe the community already does a good job with these issues.

### *Summary of Initial Survey Questions*

Overall, considering the later discussions, it is clear that both lack of knowledge of the laws as well as the willful violation of rules are issues with bicycle safety. These survey questions support both, as many of the bicyclists admitted to not stopping at stop signs, but also many of the self-identified “bicycle enthusiasts” were unclear on the rules of bicycling in Old Town. 73% answered that they felt knowledgeable about rules and regulations, but 44% did not know that bicycling was allowed on College Avenue in Old Town.

## **PART 4 –SUMMARY OF THE DISCUSSION OF KEY CONCERNS**

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In their small groups, participants answered the following question: *Identify what you think is the most critical issue for our community to deal with related to bicycle safety? What are the problems we need to address?* Complete notes from these discussions are available in Appendix D. A thematic analysis was completed of these notes to categorize the various issues discussed. A complete listing of the themes as well as an explanation of the process used is available in Appendix C. In this section, a summary of that analysis is presented.

The analysis of the concerns led to a categorization system that initially placed the concerns into four primary categories:

- (A) Concerns primarily related to bicyclists
- (B) Concerns primarily related to motorists
- (C) Concerns primarily related to infrastructure or enforcement issues (city or government responsibility)
- (D) Concerns that involved shared responsibility across bicyclists and motorists

The numbers in parenthesis represent the number of different points identified in the discussions that fit within each category. The most often mentioned concerns during Session 1 discussions were as follows, with the parenthesis again identifying how many times that theme was discussed in different groups:

| <b>Table 2: Overall Top 5 Most Often Mentioned Concerns during Session 1 Small Group Discussions</b> |
|------------------------------------------------------------------------------------------------------|
| Bicyclists not following the rules/carelessness/unsafe (12 )                                         |
| Lack of use of proper equipment (9)                                                                  |
| Lack of mutual respect, courtesy (9)                                                                 |
| Specific problematic locations (8)                                                                   |
| Lack of awareness of rules (6)                                                                       |

| <b>Table 3: Top Concerns by Category*</b>                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><u>Bicyclists</u></b> (42 total)</p> <p>Bicyclists not following the rules/carelessness/unsafe (12 )</p> <p>Lack of use of proper equipment (9)</p> <p>Lack of awareness of rules (6)</p> <p>CSU student bicyclists in particular (5)</p> <p>Parent’s fear of allowing kids to bike to school (3)</p> | <p><b><u>Government</u></b> (38 total)</p> <p>Specific problematic locations (8)</p> <p>Lack of clear signage (for bike lanes/routes) (5)</p> <p>Issues with bike lanes (5)</p> <p>Issues with road quality (4)</p> <p>Lack of consistent enforcement (4)</p> <p>Lack of consistent enforcement (4)</p> <p>Lack of bicycle safety info in drivers ed/tests (4)</p> |
| <p><b><u>Motorists</u></b> (23 total)</p> <p>Distracted drivers/cell phone use (5)</p> <p>Lack of knowledge of bicycle lanes and right of way (5)</p> <p>Inconsiderate or malicious drivers (5)</p> <p>Awareness at turns (need for bike boxes/green zones) (4)</p>                                         | <p><b><u>Shared</u></b> (28 total)</p> <p>Lack of mutual respect, courtesy (9)</p> <p>Lack of education (5)</p> <p>Lack of communication/eye contact (4)</p>                                                                                                                                                                                                       |

\* Table 3 includes those themes that were discussed at least in four different occasions across the various tables. A full list of all the themes is included in Appendix C.

As the list above shows, the participants overall focused much more on the responsibilities that bicyclists have for their own safety rather than motorists (42 different points concerned actions related to bicyclists, whereas 23 focused on motorists, plus another 28 that involved both). A number of themes focused on government responsibilities were discussed as well.

After a list of key concerns were discussed in each breakout group, each group sent their three most important concerns to Dr. Carcasson, who put together a compiled list of the most important concerns for the room overall. Those concerns were put on slides for the participants to respond to as a full group with the electronic keypads. Each concern was ranked one by one on a scale of 1 to 9, 1 representing “Extremely Unimportant” and 9 representing “Extremely Important.” For each concern, a mean score was displayed. The results of the individual rankings were as follows (sorted from most to least important):

| <b>Rank</b> | <b>Concern</b>                                 | <b>Mean Score</b> |
|-------------|------------------------------------------------|-------------------|
| 1           | Lack of Compliance with Rules (Motorists)      | 7.780             |
| 2           | Lack of education/awareness of rules           | 7.703             |
| 3           | Lack of mutual respect b/tw bikers and drivers | 7.680             |
| 4           | Driving with cellphones                        | 7.432             |
| 5           | Lack of Compliance with Rules (Bicyclists)     | 7.133             |
| 6           | Particular problem areas/intersections         | 6.667             |
| 7           | Disparity of risks b/tw biking and driving     | 6.622             |
| 8           | Lack of proper equipment                       | 6.375             |
| 9           | Enforcement of bike laws                       | 6.375             |
| 10          | Reporting mechanism for aggressive drivers     | 6.213             |
| 11          | Too few bike lanes and infrastructure          | 6.181             |
| 12          | Lack of proper signage                         | 5.703             |
| 13          | Road conditions                                | 5.592             |

If the concerns listed on Table 2 are placed into the four key categories, they would fall as follows:

- City responsibilities: 6, 9, 10, 11, 12, 13
- Bicyclist responsibilities: 5, 8
- Motorist responsibilities: 1, 4
- Shared responsibilities: 2, 3, 7

One particular point that can be drawn from this data is that while more specific concerns were identified within the category that represents city responsibilities, other than particular problem areas identified around the city (the 6<sup>th</sup> highest rated problem), the other five were the five lowest ranked concerns. In other words, *most of the primary concerns involved bicyclist and motorist responsibilities, and are to some degree outside of the power of city policy and thus involve the need for cultural changes (increased education and behavioral change).*

As the participants moved on to the next session (identifying key actions), the top 10 concerns from the initial rankings were all put on one slide, and then participants were given a chance to choose their top 3 concerns from the list. Those answers were given a weighted ranking, with the top choice for each participant earning 3 “points,” the second choice 2, and the third choice 1. This ranking was completed so that participants had to choose between the concerns, rather than simply rank them all individually (technically, they could have ranked every concern as “extremely important,” but with this question they could only pick a top three). The results from this question were:

|                                                  | <b>1st Choice</b> | <b>2nd Choice</b> | <b>3rd Choice</b> | <b>Total Votes</b> | <b>Total Points</b> |
|--------------------------------------------------|-------------------|-------------------|-------------------|--------------------|---------------------|
| 1. Lack of education                             | 24                | 19                | 5                 | 48                 | 115                 |
| 2. Lack of mutual respect                        | 14                | 12                | 9                 | 35                 | 75                  |
| 3. Lack of compliance (bicyclists)               | 13                | 12                | 8                 | 33                 | 71                  |
| 4. Lack of compliance (motorists)                | 7                 | 12                | 8                 | 27                 | 53                  |
| 5. Lack of enforcement                           | 3                 | 4                 | 17                | 24                 | 34                  |
| 6. Cell phones                                   | 6                 | 3                 | 7                 | 16                 | 31                  |
| 7. Problem areas                                 | 3                 | 4                 | 6                 | 13                 | 23                  |
| 8. Lack of equipment                             | 2                 | 5                 | 6                 | 13                 | 22                  |
| 9. Disparity of risk                             | 1                 | 1                 | 4                 | 6                  | 9                   |
| 10. Lack of reporting mechanism for agg. driving | 1                 | 1                 | 0                 | 2                  | 5                   |
|                                                  | 74                | 73                | 70                | 217                | 438                 |

As the table above shows, *lack of education was identified as the number one concern*. 48 of the 74 participants (65%) choose lack of education as one of their top three concerns. It should be noted, however, that lack of education was not split into lack of education for bicyclists and motorists, whereas lack of compliance was split in that manner. If both were split, or if neither was split, they may have been rather close in rank. Overall, it is clear there are two separate issues here, however. One is compliance with known laws (thus bicyclists and motorists knowingly not following laws or safety procedures), and the other is knowledge of the laws (thus bicyclists and motorists *unknowingly* violating laws or safety procedures). These two concerns certainly lead to distinct responses, as the lack of education perhaps simply requires informing bicyclists and motorists, whereas lack of compliance would require a behavioral change.

Using the same categories as above, similar information arises. Those concerns with a clear city responsibility were generally ranked lower (5<sup>th</sup>, 7<sup>th</sup>, and 10<sup>th</sup>). Those with primary responsibility for bicyclists were ranked 3<sup>rd</sup> and 8<sup>th</sup>, for motorists 4<sup>th</sup> and 6<sup>th</sup>, and shared responsibility 1<sup>st</sup>, 2<sup>nd</sup>, and 9<sup>th</sup>. Comparing the individual ranking (when participants ranked the importance of each concern one by one) and priority ranking (when participants rank ordered their top three concerns):

|                                                | <b>Individual Ranking</b> | <b>Priority Ranking</b> | <b>Primary Responsibility</b> |
|------------------------------------------------|---------------------------|-------------------------|-------------------------------|
| Lack of education/awareness of rules           | 2                         | 1                       | Shared                        |
| Lack of mutual respect b/tw bikers and drivers | 3                         | 2                       | Shared                        |
| Lack of Compliance with Rules (Bicyclists)     | 5                         | 3                       | Bicyclists                    |
| Lack of Compliance with Rules (Motorists)      | 1                         | 4                       | Motorists                     |
| Enforcement of bike laws                       | 9                         | 5                       | City                          |
| Driving with cellphones                        | 4                         | 6                       | Motorists                     |
| Particular problem areas/intersections         | 6                         | 7                       | City                          |
| Lack of proper equipment                       | 8                         | 8                       | Bicyclists                    |
| Disparity of risks b/tw biking and driving     | 7                         | 9                       | Shared                        |
| Reporting mechanism for aggressive drivers     | 10                        | 10                      | City                          |
| Too few bike lanes and infrastructure          | 11                        | -                       | City                          |
| Lack of proper signage                         | 12                        | -                       | City                          |
| Road conditions                                | 13                        | -                       | City                          |

**Summary of Key Concerns (Sessions 1 and 2)**

Two primary conclusions drawn from the discussions of concerns is that the concerns are rather diverse and multifaceted, but also that the most important concerns are related to both lack of knowledge or behavior of both bicyclists and motorists. Increasing education and adjusting behavior certainly involved the city government, but also clearly goes beyond the control of government, and calls for a concerted, collaborative effort across many stakeholders, including, but not limited to, the city, CSU, the school district, and bicycle-focused organizations and businesses.

Reminder: and Appendix B has the complete data from the keypad voting system, including the voting information for each of the 13 key concerns. Appendix D includes all the notes from the individual group discussions.

**PART 5 –SUMMARY OF THE DISCUSSION OF KEY ACTIONS/NEXT STEPS**

A similar process was used to have the participants discuss potential actions in the community to respond to the concerns discussed during sessions 1 and 2. Participants in small groups were asked, “*What do you believe we should do in the community to address these issues? What actions would you support?*” The full notes from the small group discussions are available in Appendix E, and the full thematic analysis is available in Appendix C. A summary of the analysis is presented here. After the thematic analysis and categorization, below are the most often mentioned concerns:

|                                                                                                                                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><u>Table 7: Overall Top 5 Most Often Mentioned Actions/Next Steps during Session 3 Discussions</u></b></p>                                                                                                                                     |
| <p>Increased enforcement (22)<br/>           Increase distribution of bicycle safety information (15)<br/>           Infrastructure improvements (13)<br/>           Education programs (13)<br/>           Encourage more bicycling overall (8)</p> |

| <p><b>Table 8: Top Supported Actions by Category*</b></p>                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><u>Bicyclists</u></b> (61 total)<br/>           Increase distribution of bicycle safety information (15)<br/>           Education programs (13)<br/>           Encourage more bicycling overall (8)<br/>           Encourage use of/give away equipment (7)<br/>           Provide incentives for education (6)<br/>           Positive reinforcement (4)</p> | <p><b><u>City/government</u></b> (53 total)<br/>           Increased enforcement (22)<br/>           Infrastructure improvements (13)<br/>           Improve signage (7)<br/>           Change laws (6)</p> |
| <p><b><u>Motorists</u></b> (11 total)<br/>           Drivers ed/driving test should include bicycle rules (6)</p>                                                                                                                                                                                                                                                   | <p><b><u>Shared</u></b> (11 total)<br/>           Education in general (5)</p>                                                                                                                              |

\* Table ( includes those themes that were discussed at least in four different occasions across the various tables. A full list of all the themes is included in Appendix C.

Once again, after a list of actions were discussed in each breakout group, the most supported actions for each small group was sent to the front, a list of those ideas was put on slides for the participants to respond to as a full group. Again, each idea was ranked one by one on a scale of 1 to 9, 1 representing “Extremely Unimportant” and 9 representing “Extremely Important.” For each idea, a mean score was displayed. The results of the individual rankings were as follows (sorted from most to least important):

| 1  | Mandate bicycle rules on drivers test/ drivers ed                 | 8.609 |
|----|-------------------------------------------------------------------|-------|
| 2  | Increased bicyclist education (K-12)                              | 7.984 |
| 3  | Increased education (general public)                              | 7.957 |
| 4  | Increased motorist education                                      | 7.812 |
| 5  | Increased bicycle education (college)                             | 7.800 |
| 6  | Increased awareness/size of cycling community                     | 7.338 |
| 7  | More incentives for bicycling (such as Smart trip programs)       | 7.290 |
| 8  | Shift away from car-centric culture                               | 7.268 |
| 9  | More consistent enforcement                                       | 7.261 |
| 10 | Stricter enforcement of rules                                     | 7.250 |
| 11 | Improved infrastructure                                           | 7.090 |
| 12 | Bike coordinator position focused on education/outreach           | 6.957 |
| 13 | Education of civility                                             | 6.817 |
| 14 | Consistent signage                                                | 6.735 |
| 15 | Emphasize environmental incentives in education                   | 6.537 |
| 16 | No bikes on sidewalks in Old Town                                 | 6.507 |
| 17 | Create 21st century Bicycle Share program                         | 6.338 |
| 18 | Positive reinforcement of good behavior (M & B)                   | 6.314 |
| 19 | Improved education & participation through Citywide Bicycle Rodeo | 6.000 |
| 20 | Rumble strips                                                     | 4.886 |

### **Summary of Key Suggested Actions/Next Steps**

#### *Include bicycle safety in driver’s education and driver’s tests*

Clearly the top rated suggestion was to include information concerning bicycle rules in driver’s education and in driving tests. The feasibility of that suggestion should be examined soon.

#### *Increased and improved bicycle education*

The next four highest options all involved improving education programs for different groups. Overall it is clear that improved bicycle safety programs are a critical part of improving the bicycle culture. Fort Collins already has several education programs, so a clear inventory and evaluation of those programs seems warranted. Participants discussed a wide variety of potential education efforts, such as dissemination of information through various means, workshops, and programs in K-12 and at CSU. The information developed from the JTC Public Relations class concerning improving bicycle safety for CSU students should also be seriously considered for implementation. Several participants also discussed various incentives that could be developed to encourage participation in workshops, such as providing discounts to bike registrations or reductions of fines for violations.

#### *Increased enforcement and infrastructure improvements*

A number of the suggestions point to city/government responsibilities and infrastructure changes, including #9, #10, #11, #12, #14. These again seem to be lower in priority, but nonetheless warrant

further discussion. The issue of increased enforcement particularly stands out. The fact that a group of bicycle advocates are calling for increased enforcement should be considered significant. While it ranked 10<sup>th</sup> in importance in the keypad voting, it was the theme that was most prominent in the discussions in the small groups overall. That being said, the police officers that attended the forum were not supportive of increased enforcement, and were more in favor of increased education. More conversations between the bicycling community and the Fort Collins police, CSU police, and Larimer County deputies would likely be insightful.

*Increase the visibility and size of the bicycling community in general*

Another grouping of themes revolved around the general idea of increasing the visibility and size of the bicycling culture. The assumption here is that there is a positive feedback loop between bicycle safety and the number of bicyclists. As more people bicycle, motorists become more aware and more vigilant of the need to be more careful. Suggestions #6, 7, 8, 15, and 17 all fit within this grouping, plus all the education suggestions indirectly fit as well. Said differently, many believed that the best way to improve bicycle safety is to simply promote bicycling in general.

## **PART 6 – INFORMATION FROM SURVEYS**

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Participants were also provided the opportunity to complete written surveys that included a series of open ended questions. The full data from these surveys is presented in Appendix G. A brief summary of that data is presented here in this section.

### **Dangerous Locations**

The first question on the survey asked participants to list any particular locations in the city that were dangerous for bicyclists. A wide variety of answers were provided (again, detailed in Appendix G). Answers tended to congregate around the main roads (College, Horsetooth, Shields, and Prospect), but no particular locations were specifically mentioned in multiple surveys. The intersections of McClelland and Horsetooth and Shields and Elizabeth were each cited twice, but no specific locations appear in more than two separate surveys. It should also be noted that some specific locations were mentioned in the small group discussions during session 1. Once again, a number of locations were mentioned, but little consensus on particular locations. See Appendix D for details.

### **Cell Phone Ban**

Participants were also asked their position on the House Bill 1094, currently in the Colorado legislature which would ban cell phone use for drivers under 18, and only allow hands free use for those 18 and over. Of those that completed the surveys, 28 indicated clear support for the ban, primarily citing the danger of driving while talking on the phone. Another 8 seemed to support the idea, but argued that allowing hands free would not go far enough, and that all cell phones or computer use should be banned. Five participants answered that they did not support the law. Full text of all the comments are in Appendix G.

Despite the strong support for the law in the written survey, it should be noted that banning cell phones did not come up during the general discussion to much of an extent. It was discussed at individual tables four different times, but the concern was not one of the top 3 concerns for any table, thus was not on the list of key concerns evaluated by the full group. That may have been because the participants considered the issue a state issue rather than a community issue.

### **Mandatory Bicycle Helmet Law**

Participants were asked in the survey whether there should be a mandatory bicycle helmet law in Fort Collins. 15 answers were coded as in support, and 22 coded as lack of support. Many opponents explained that personal safety was an individual matter that the government should not mandate. Full text of all the comments are in Appendix G.

### **Assessment of the summit**

Participants were asked in the written survey if they were satisfied with the conversation they had during the summit. 18 answered “very satisfied,” 14 “satisfied,” 5 “somewhat satisfied.” No participants answered neutral, or chose any of the dissatisfied options.

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### **Information on the Center for Public Deliberation**

The CSU Center for Public Deliberation officially began operations in August of 2006, under the direction of Martín Carcasson, assistant professor in the Department of Speech Communication (now Communication Studies). The official mission statement of the CPD is, “To promote the development of a vibrant deliberative democracy in Northern Colorado.”

Working as an affiliate of the National Issues Forum network ([www.nifi.org](http://www.nifi.org)), part of the National Coalition for Dialogue and Deliberation ([www.ncdd.org](http://www.ncdd.org)) and the University Network for Collaborative Governance (<http://www.policyconsensus.org/uncg/index.html>), the CPD organizes and hosts many events in the local community, including public forums on national and local issues and various workshops tied to public participation, collaborative governance, and civic engagement. The CPD trains non-partisan facilitators and conveners focused on helping the local community come together and address critical issues more effectively.

## Appendix A – Complete explanation of the process

**Session 1** had the participants answer the following questions at their individual tables: *Identify what you think is the most critical issue for our community to deal with related to bicycle safety? What are the problems we need to address?* Once each participant at the table offered their answer, a discussion followed that had the table decide which three problems were most important to them. Once that decision was made, index cards with the problem were sent from the individual tables to Dr. Carcasson, who worked to combine all the individual concerns into a list that was then used during session 2 to have the entire group of participants respond and prioritize. Several similar concerns were provided from the tables, and the final compiled list included 13 separate concerns. The raw notes the students kept during session one are included in the appendix of this report.

**Session 2** involved everyone using their electronic keypads to react to the top concerns developed by all the different tables. Before we began to prioritize those concerns, Carcasson first walked the participants through a list of demographic questions and survey questions relevant to bicycle safety in order to get a good sense of who was in the room and to collect some data on their opinions concerning basic bicycle safety issues. Many of the questions asked mirrored the questions from the survey administered by the students in the Public Relations class during the fall of 2008.

Then the list of primary concerns developed during session 1 were displayed on Powerpoint slides that asked them to evaluate the importance of each concern on a Likert scale from 1 to 9, with 1 being “Extremely Unimportant” and 9 representing “Extremely Important.” The slides showed the results soon after the voting was complete, and provided an average score for each concern so the participants could get a sense of the most important concerns. Once all the questions were answered, the participants moved on to session 3. As they did, Carcasson compiled a list of the ten concerns that had received the highest scores, and displayed them on the Powerpoint so the participants could refer to them as necessary. After session 3, participants were also given a chance to pick the three most important reasons from that list, using rank ordering (each participant picked three concerns, and their first choice was given 3 points, their second choice 2 points, and their third choice 1 point).

**Session 3** returned the participants to their small tables to focus on the next small group discussion question: *What do you believe we should do in the community to address these issues? What actions would you support?* In a similar process to Session 1, each participant was given a chance to answer the question individually, and then the group had a discussion to identify the three most important actions for the table as a whole. Those actions were again sent up to Carcasson on an index card, to be placed on Powerpoint slides for session 4.

**Session 4** then mirrored session 2, with the participants as a large group evaluating the list of actions that each table had brought forward. A total of 20 actions were provided during this round. At the end of session 4, Carcasson provided a list of the top 10 actions determined by their mean average, and tables were assigned for those 10 actions for session 5.

The evening concluded with **Session 5**, which had participants self-select what table to join for a final small group discussion. Ten tables were assigned topics based on the ten highest scoring “actions” as developed in session 3 and prioritized in session 4. Participants in this session were asked to provide additional details about how those actions could potentially be implemented. Due to the limited amount of time left at that time, notes from session 5 were somewhat limited.

Participants were also provided with a written survey to complete. Forty-two at least partially completed surveys were turned in. Full data from the surveys are available in Appendix G.

**Appendix B - Full Data from Keypad Voting System**

**1.) What is your gender?**

|           | Responses<br>(percent) (count) |    |
|-----------|--------------------------------|----|
| 1. Male   | 64.94%                         | 50 |
| 2. Female | 35.06%                         | 27 |
|           | 100%                           | 77 |

**2.) What is your race/ethnicity?**

|                           | Responses<br>(percent) (count) |    |
|---------------------------|--------------------------------|----|
| 1. African-American       | 1.28%                          | 1  |
| 2. Asian/Pacific Islander | 0%                             | 0  |
| 3. Caucasian              | 91.03%                         | 71 |
| 4. Hispanic/Latina/o      | 1.28%                          | 1  |
| 5. Native American        | 1.28%                          | 1  |
| 6. Multi-ethnic           | 0%                             | 0  |
| 7. Other                  | 5.13%                          | 4  |
|                           | 100%                           | 78 |

**3.) What is your age bracket?**

|            | Responses<br>(percent) (count) |    |
|------------|--------------------------------|----|
| 1. 0-17    | 0%                             | 0  |
| 2. 18-25   | 15.38%                         | 12 |
| 3. 26-40   | 20.51%                         | 16 |
| 4. 41-65   | 56.41%                         | 44 |
| 5. Over 65 | 7.69%                          | 6  |
|            | 100%                           | 78 |

**4.) What is your home zip code?**

|          | Responses<br>(percent) (count) |    |
|----------|--------------------------------|----|
| 80521    | 21.52%                         | 17 |
| 80523    | 0%                             | 0  |
| 80524    | 31.65%                         | 25 |
| 80525    | 18.99%                         | 15 |
| 80526    | 20.25%                         | 16 |
| Loveland | 2.53%                          | 2  |
| Other    | 5.06%                          | 4  |
|          | 100%                           | 79 |

**5.) To which group do you most closely identify?**

|                     | Responses<br>(percent) (count) |    |
|---------------------|--------------------------------|----|
| K-12 student        | 1.30%                          | 1  |
| College student     | 9.09%                          | 7  |
| Medical/health care | 2.60%                          | 2  |
| Government official | 2.60%                          | 2  |
| Law enforcement     | 7.79%                          | 6  |
| Parent              | 0%                             | 0  |
| Bicycle advocate    | 49.35%                         | 38 |
| Concerned citizen   | 23.38%                         | 18 |
| Other               | 3.90%                          | 3  |
|                     | 100%                           | 77 |

**6.) What best describes the type of bicyclist you are?**

|                               | Responses<br>(percent) (count) |    |
|-------------------------------|--------------------------------|----|
| It's my primary mode of       | 45.21%                         | 33 |
| Bicycle commuter (work and/or | 15.07%                         | 11 |
| Recreational bicyclist        | 26.03%                         | 19 |
| Occasional bicyclist          | 8.22%                          | 6  |
| Non-bicyclist                 | 5.48%                          | 4  |
|                               | 100%                           | 73 |

**7.) Do you wear a helmet when you ride?**

|              | Responses<br>(percent) (count) |    |
|--------------|--------------------------------|----|
| Always       | 65.79%                         | 50 |
| Sometimes    | 18.42%                         | 14 |
| Rarely       | 2.63%                          | 2  |
| Never        | 11.84%                         | 9  |
| I don't ride | 1.32%                          | 1  |
|              | 100%                           | 76 |

**8.) How often do you come to a complete stop at stop signs when cycling?**

|              | Responses<br>(percent) (count) |    |
|--------------|--------------------------------|----|
| Always       | 24%                            | 18 |
| Sometimes    | 72%                            | 54 |
| Never        | 4%                             | 3  |
| I don't ride | 0%                             | 0  |
|              | 100%                           | 75 |

9.) How often do you come to a complete stop at stop signs when driving?

|               | Responses<br>(percent) (count) |    |
|---------------|--------------------------------|----|
| Always        | 70.27%                         | 52 |
| Sometimes     | 21.62%                         | 16 |
| Never         | 1.35%                          | 1  |
| I don't drive | 6.76%                          | 5  |
|               | 100%                           | 74 |

10.) When driving, how often do you make eye contact with bicyclists at intersections?

|              | Responses<br>(percent) (count) |    |
|--------------|--------------------------------|----|
| Always       | 58.11%                         | 43 |
| Sometimes    | 39.19%                         | 29 |
| Never        | 1.35%                          | 1  |
| I don't ride | 1.35%                          | 1  |
|              | 100%                           | 74 |

11.) When cycling, how often do you make eye contact with motorists at intersections?

|              | Responses<br>(percent) (count) |    |
|--------------|--------------------------------|----|
| Always       | 72%                            | 54 |
| Sometimes    | 25.33%                         | 19 |
| Never        | 1.33%                          | 1  |
| I don't ride | 1.33%                          | 1  |
|              | 100%                           | 75 |

12.) To what degree do you feel safe riding in

|               | Responses<br>(percent) (count) |    |
|---------------|--------------------------------|----|
| Unsafe        | 0%                             | 0  |
| Somewhat safe | 36%                            | 27 |
| Safe          | 60%                            | 45 |
| N/A           | 4%                             | 3  |
|               | 100%                           | 75 |

13.) Do you feel knowledgeable about cycling rules and regulations?

|            | Responses<br>(percent) (count) |    |
|------------|--------------------------------|----|
| Not at all | 2.60%                          | 2  |
| Somewhat   | 24.68%                         | 19 |
| Very       | 72.73%                         | 56 |
|            | 100%                           | 77 |

14.) Is cycling allowed on sidewalks in Downtown Fort Collins?

|     | Responses<br>(percent) (count) |    |
|-----|--------------------------------|----|
| Yes | 6.76%                          | 5  |
| No  | 93.24%                         | 69 |
|     | 100%                           | 74 |

15.) Is cycling allowed on College Avenue in Downtown Fort Collins?

|     | Responses<br>(percent) (count) |    |
|-----|--------------------------------|----|
| Yes | 56.16%                         | 41 |
| No  | 43.84%                         | 32 |
|     | 100%                           | 73 |

16.) Concern #1: On a scale from 1 to 9 how important is the following concern/problem: Lack of Compliance with Rules (Bicyclists)

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 4%                             | 3  |
| 2.                       | 2.67%                          | 2  |
| 3.                       | 1.33%                          | 1  |
| 4.                       | 2.67%                          | 2  |
| 5. Neither imp nor unimp | 2.67%                          | 2  |
| 6.                       | 12%                            | 9  |
| 7.                       | 28%                            | 21 |
| 8.                       | 12%                            | 9  |
| 9. Extremely Important   | 34.67%                         | 26 |
|                          | 100%                           | 75 |

17.) Concern #2: On a scale from 1 to 9 how important is the following concern/problem: Lack of

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 0%                             | 0  |
| 2.                       | 1.35%                          | 1  |
| 3.                       | 1.35%                          | 1  |
| 4.                       | 4.05%                          | 3  |
| 5. Neither imp nor unimp | 2.70%                          | 2  |
| 6.                       | 8.11%                          | 6  |
| 7.                       | 14.86%                         | 11 |
| 8.                       | 27.03%                         | 20 |
| 9. Extremely Important   | 40.54%                         | 30 |
|                          | 100%                           | 74 |

18.) Concern #3: On a scale from 1 to 9 how important is the following concern/problem: Lack of mutual

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 1.33%                          | 1  |
| 2.                       | 1.33%                          | 1  |
| 3.                       | 0%                             | 0  |
| 4.                       | 1.33%                          | 1  |
| 5. Neither imp nor unimp | 5.33%                          | 4  |
| 6.                       | 9.33%                          | 7  |
| 7.                       | 18.67%                         | 14 |
| 8.                       | 18.67%                         | 14 |
| 9. Extremely Important   | 44%                            | 33 |
|                          | 100%                           | 75 |

19.) Concern #4: On a scale from 1 to 9 how important is the following concern/problem:

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 1.35%     | 1       |
| 2.                       | 5.41%     | 4       |
| 3.                       | 1.35%     | 1       |
| 4.                       | 1.35%     | 1       |
| 5. Neither imp nor unimp | 8.11%     | 6       |
| 6.                       | 8.11%     | 6       |
| 7.                       | 9.46%     | 7       |
| 8.                       | 17.57%    | 13      |
| 9. Extremely Important   | 47.30%    | 35      |
|                          | 100%      | 74      |

22.) Concern #7: On a scale from 1 to 9 how important is the following concern/problem: Particular problem

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| Extremely unimportant    | 1.45%     | 1       |
|                          | 1.45%     | 1       |
|                          | 5.80%     | 4       |
| 4.                       | 0%        | 0       |
| 5. Neither important nor | 15.94%    | 11      |
| 6.                       | 18.84%    | 13      |
| 7.                       | 21.74%    | 15      |
| 8.                       | 13.04%    | 9       |
| 9. Extremely Important   | 21.74%    | 15      |
|                          | 100%      | 69      |

20.) Concern #5: On a scale from 1 to 9 how important is the following concern/problem: Too few bike lanes and infrastructure

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 1.39%     | 1       |
| 2.                       | 8.33%     | 6       |
| 3.                       | 6.94%     | 5       |
| 4.                       | 5.56%     | 4       |
| 5. Neither imp nor unimp | 12.50%    | 9       |
| 6.                       | 13.89%    | 10      |
| 7.                       | 18.06%    | 13      |
| 8.                       | 15.28%    | 11      |
| 9. Extremely Important   | 18.06%    | 13      |
|                          | 100%      | 72      |

23.) Concern #8: On a scale from 1 to 9 how important is the following concern/problem Lack of Compliance with Rules (Motorists) :

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| Extremely unimportant    | 0%        | 0       |
|                          | 0%        | 0       |
|                          | 2.74%     | 2       |
| 4.                       | 2.74%     | 2       |
| 5. Neither important nor | 5.48%     | 4       |
| 6.                       | 8.22%     | 6       |
| 7.                       | 10.96%    | 8       |
| 8.                       | 23.29%    | 17      |
| 9. Extremely Important   | 46.58%    | 34      |
|                          | 100%      | 73      |

21.) Concern #6: On a scale from 1 to 9 how important is the following concern/problem: Road conditions

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 8.45%     | 6       |
| 2.                       | 11.27%    | 8       |
| 3.                       | 4.23%     | 3       |
| 4.                       | 8.45%     | 6       |
| 5. Neither imp nor unimp | 8.45%     | 6       |
| 6.                       | 11.27%    | 8       |
| 7.                       | 23.94%    | 17      |
| 8.                       | 11.27%    | 8       |
| 9. Extremely Important   | 12.68%    | 9       |
|                          | 100%      | 71      |

24.) Concern #9: On a scale from 1 to 9 how important is the following concern/problem: Lack of proper signage

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 5.41%     | 4       |
| 2.                       | 4.05%     | 3       |
| 3.                       | 5.41%     | 4       |
| 4.                       | 10.81%    | 8       |
| 5. Neither imp nor unimp | 18.92%    | 14      |
| 6.                       | 18.92%    | 14      |
| 7.                       | 14.86%    | 11      |
| 8.                       | 9.46%     | 7       |
| 9. Extremely Important   | 12.16%    | 9       |
|                          | 100%      | 74      |

25.) Concern #10: On a scale from 1 to 9 how important is the following concern/problem:  
Disparity of risks b/tw biking and driving

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 2.70%     | 2       |
| 2.                       | 2.70%     | 2       |
| 3.                       | 0%        | 0       |
| 4.                       | 2.70%     | 2       |
| 5. Neither imp nor unimp | 27.03%    | 20      |
| 6.                       | 8.11%     | 6       |
| 7.                       | 18.92%    | 14      |
| 8.                       | 13.51%    | 10      |
| 9. Extremely Important   | 24.32%    | 18      |
|                          | 100%      | 74      |

26.) Concern #11: On a scale from 1 to 9 how important is the following concern/problem:  
Lack of proper equipmen

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 1.37%     | 1       |
| 2.                       | 8.22%     | 6       |
| 3.                       | 1.37%     | 1       |
| 4.                       | 6.85%     | 5       |
| 5. Neither imp nor unimp | 10.96%    | 8       |
| 6.                       | 9.59%     | 7       |
| 7.                       | 28.77%    | 21      |
| 8.                       | 16.44%    | 12      |
| 9. Extremely Important   | 16.44%    | 12      |
|                          | 100%      | 73      |

27.) Concern #12: On a scale from 1 to 9 how important is the following concern/problem:  
Reporting mechanism for aggressive drivers

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 2.67%     | 2       |
| 2.                       | 1.33%     | 1       |
| 3.                       | 6.67%     | 5       |
| 4.                       | 4%        | 3       |
| 5. Neither imp nor unimp | 20%       | 15      |
| 6.                       | 17.33%    | 13      |
| 7.                       | 25.33%    | 19      |
| 8.                       | 5.33%     | 4       |
| 9. Extremely Important   | 17.33%    | 13      |
|                          | 100%      | 75      |

33.) Action #2: On a scale from 1 to 9 how important is the following action: Stricter enforcement of rules

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 2.94%     | 2       |
| 2.                       | 1.47%     | 1       |
| 3.                       | 1.47%     | 1       |
| 4.                       | 5.88%     | 4       |
| 5. Neither imp nor unimp | 2.94%     | 2       |
| 6.                       | 11.76%    | 8       |
| 7.                       | 14.71%    | 10      |
| 8.                       | 26.47%    | 18      |
| 9. Extremely Important   | 32.35%    | 22      |
|                          | 100%      | 68      |

28.) Concern #13: On a scale from 1 to 9 how important is the following concern/problem:  
Enforcement of bike laws

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 8.33%     | 6       |
| 2.                       | 2.78%     | 2       |
| 3.                       | 6.94%     | 5       |
| 4.                       | 4.17%     | 3       |
| 5. Neither imp nor unimp | 11.11%    | 8       |
| 6.                       | 9.72%     | 7       |
| 7.                       | 12.50%    | 9       |
| 8.                       | 15.28%    | 11      |
| 9. Extremely Important   | 29.17%    | 21      |
|                          | 100%      | 72      |

31.) Which of these concerns is most important to you? (choose 3 in order)

|                                 | Responses  |            |            |        |
|---------------------------------|------------|------------|------------|--------|
|                                 | 1st Choice | 2nd Choice | 3rd Choice | Points |
| Lack of compliance (motorists)  | 7          | 12         | 8          | 53     |
| Lack of education               | 24         | 19         | 5          | 115    |
| Lack of mutual respect          | 14         | 12         | 9          | 75     |
| Cell phones                     | 6          | 3          | 7          | 31     |
| Lack of compliance (bicyclists) | 13         | 12         | 8          | 71     |
| Problem areas                   | 3          | 4          | 6          | 23     |
| Disparity of risk               | 1          | 1          | 4          | 9      |
| Lack of equipment               | 2          | 5          | 6          | 22     |
| Lack of enforcement             | 3          | 4          | 17         | 34     |
| Lack of reporting aggressive    | 1          | 1          | 0          | 5      |
|                                 | 74         | 73         | 70         | 214    |

32.) Action #1: On a scale from 1 to 9 how important is the following action: Increased bicyclist education (K-12)

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 1.61%     | 1       |
| 2.                       | 1.61%     | 1       |
| 3.                       | 3.23%     | 2       |
| 4.                       | 0%        | 0       |
| 5. Neither imp nor unimp | 1.61%     | 1       |
| 6.                       | 3.23%     | 2       |
| 7.                       | 11.29%    | 7       |
| 8.                       | 19.35%    | 12      |
| 9. Extremely Important   | 58.06%    | 36      |
|                          | 100%      | 62      |

37.) Action #5: On a scale from 1 to 9 how important is the following action: Education of civility

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 1.41%     | 1       |
| 2.                       | 2.82%     | 2       |
| 3.                       | 2.82%     | 2       |
| 4.                       | 4.23%     | 3       |
| 5. Neither imp nor unimp | 16.90%    | 12      |
| 6.                       | 8.45%     | 6       |
| 7.                       | 23.94%    | 17      |
| 8.                       | 8.45%     | 6       |
| 9. Extremely Important   | 30.99%    | 22      |
|                          | 100%      | 71      |

34.) Action #3: On a scale from 1 to 9 how important is the following action: Increased motorist education

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 0%                             | 0  |
| 2.                       | 0%                             | 0  |
| 3.                       | 0%                             | 0  |
| 4.                       | 0%                             | 0  |
| 5. Neither imp nor unimp | 11.76%                         | 2  |
| 6.                       | 0%                             | 0  |
| 7.                       | 0%                             | 0  |
| 8.                       | 11.76%                         | 2  |
| 9. Extremely Important   | 76.47%                         | 13 |
|                          | 100%                           | 17 |

35.) Action #3: On a scale from 1 to 9 how important is the following action: Increased motorist education

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 0%                             | 0  |
| 2.                       | 0%                             | 0  |
| 3.                       | 1.45%                          | 1  |
| 4.                       | 0%                             | 0  |
| 5. Neither imp nor unimp | 10.14%                         | 7  |
| 6.                       | 7.25%                          | 5  |
| 7.                       | 15.94%                         | 11 |
| 8.                       | 15.94%                         | 11 |
| 9. Extremely Important   | 49.28%                         | 34 |
|                          | 100%                           | 69 |

36.) Action #4: On a scale from 1 to 9 how important is the following action: Increased

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 1.43%                          | 1  |
| 2.                       | 1.43%                          | 1  |
| 3.                       | 1.43%                          | 1  |
| 4.                       | 4.29%                          | 3  |
| 5. Neither imp nor unimp | 1.43%                          | 1  |
| 6.                       | 4.29%                          | 3  |
| 7.                       | 14.29%                         | 10 |
| 8.                       | 21.43%                         | 15 |
| 9. Extremely Important   | 50%                            | 35 |
|                          | 100%                           | 70 |

41.) Action #9: On a scale from 1 to 9 how important is the following action: More consistent enforcement

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 1.45%                          | 1  |
| 2.                       | 1.45%                          | 1  |
| 3.                       | 4.35%                          | 3  |
| 4.                       | 5.80%                          | 4  |
| 5. Neither imp nor unimp | 7.25%                          | 5  |
| 6.                       | 5.80%                          | 4  |
| 7.                       | 14.49%                         | 10 |
| 8.                       | 21.74%                         | 15 |
| 9. Extremely Important   | 37.68%                         | 26 |
|                          | 100%                           | 69 |

38.) Action #6: On a scale from 1 to 9 how important is the following action: Increased education (general public)

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 1.45%                          | 1  |
| 2.                       | 1.45%                          | 1  |
| 3.                       | 1.45%                          | 1  |
| 4.                       | 1.45%                          | 1  |
| 5. Neither imp nor unimp | 2.90%                          | 2  |
| 6.                       | 5.80%                          | 4  |
| 7.                       | 10.14%                         | 7  |
| 8.                       | 17.39%                         | 12 |
| 9. Extremely Important   | 57.97%                         | 40 |
|                          | 100%                           | 69 |

39.) Action #7: On a scale from 1 to 9 how important is the following action: Increased awareness/size of cycling community

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 4.41%                          | 3  |
| 2.                       | 2.94%                          | 2  |
| 3.                       | 2.94%                          | 2  |
| 4.                       | 0%                             | 0  |
| 5. Neither imp nor unimp | 5.88%                          | 4  |
| 6.                       | 2.94%                          | 2  |
| 7.                       | 22.06%                         | 15 |
| 8.                       | 16.18%                         | 11 |
| 9. Extremely Important   | 42.65%                         | 29 |
|                          | 100%                           | 68 |

40.) Action #8: On a scale from 1 to 9 how important is the following action: Shift away from car-centric culture

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 7.04%                          | 5  |
| 2.                       | 2.82%                          | 2  |
| 3.                       | 0%                             | 0  |
| 4.                       | 2.82%                          | 2  |
| 5. Neither imp nor unimp | 8.45%                          | 6  |
| 6.                       | 5.63%                          | 4  |
| 7.                       | 12.68%                         | 9  |
| 8.                       | 7.04%                          | 5  |
| 9. Extremely Important   | 53.52%                         | 38 |
|                          | 100%                           | 71 |

45.) Action #13: On a scale from 1 to 9 how important is the following action: Bike coordinator position focused on education/outreach

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 7.25%                          | 5  |
| 2.                       | 1.45%                          | 1  |
| 3.                       | 0%                             | 0  |
| 4.                       | 2.90%                          | 2  |
| 5. Neither imp nor unimp | 14.49%                         | 10 |
| 6.                       | 7.25%                          | 5  |
| 7.                       | 15.94%                         | 11 |
| 8.                       | 10.14%                         | 7  |
| 9. Extremely Important   | 40.58%                         | 28 |
|                          | 100%                           | 69 |

42.) Action #10: On a scale from 1 to 9 how important is the following action: Improved infrastructure

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 1.49%                          | 1  |
| 2.                       | 2.99%                          | 2  |
| 3.                       | 1.49%                          | 1  |
| 4.                       | 0%                             | 0  |
| 5. Neither imp nor unimp | 14.93%                         | 10 |
| 6.                       | 11.94%                         | 8  |
| 7.                       | 16.42%                         | 11 |
| 8.                       | 20.90%                         | 14 |
| 9. Extremely Important   | 29.85%                         | 20 |
|                          | 100%                           | 67 |

43.) Action #11: On a scale from 1 to 9 how important is the following action: Rumble strips

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 24.29%                         | 17 |
| 2.                       | 2.86%                          | 2  |
| 3.                       | 5.71%                          | 4  |
| 4.                       | 7.14%                          | 5  |
| 5. Neither imp nor unimp | 21.43%                         | 15 |
| 6.                       | 7.14%                          | 5  |
| 7.                       | 5.71%                          | 4  |
| 8.                       | 8.57%                          | 6  |
| 9. Extremely Important   | 17.14%                         | 12 |
|                          | 100%                           | 70 |

44.) Action #12: On a scale from 1 to 9 how important is the following action: No bikes on sidewalks in Old Town

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 7.04%                          | 5  |
| 2.                       | 5.63%                          | 4  |
| 3.                       | 2.82%                          | 2  |
| 4.                       | 5.63%                          | 4  |
| 5. Neither imp nor unimp | 12.68%                         | 9  |
| 6.                       | 8.45%                          | 6  |
| 7.                       | 8.45%                          | 6  |
| 8.                       | 15.49%                         | 11 |
| 9. Extremely Important   | 33.80%                         | 24 |
|                          | 100%                           | 71 |

46.) Action #14: On a scale from 1 to 9 how important is the following action: Positive reinforcement of good behavior (M & B)

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 11.43%                         | 8  |
| 2.                       | 0%                             | 0  |
| 3.                       | 2.86%                          | 2  |
| 4.                       | 4.29%                          | 3  |
| 5. Neither imp nor unimp | 17.14%                         | 12 |
| 6.                       | 12.86%                         | 9  |
| 7.                       | 8.57%                          | 6  |
| 8.                       | 14.29%                         | 10 |
| 9. Extremely Important   | 28.57%                         | 20 |
|                          | 100%                           | 70 |

47.) Action #15: On a scale from 1 to 9 how important is the following action: Create 21st century Bicycle Share program

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 10.29%                         | 7  |
| 2.                       | 4.41%                          | 3  |
| 3.                       | 0%                             | 0  |
| 4.                       | 4.41%                          | 3  |
| 5. Neither imp nor unimp | 17.65%                         | 12 |
| 6.                       | 4.41%                          | 3  |
| 7.                       | 17.65%                         | 12 |
| 8.                       | 11.76%                         | 8  |
| 9. Extremely Important   | 29.41%                         | 20 |
|                          | 100%                           | 68 |

48.) Action #16: On a scale from 1 to 9 how important is the following action: Improved education & participation through Citywide Bicycle Rodeo

|                          | Responses<br>(percent) (count) |    |
|--------------------------|--------------------------------|----|
| 1. Extremely unimportant | 10.45%                         | 7  |
| 2.                       | 5.97%                          | 4  |
| 3.                       | 1.49%                          | 1  |
| 4.                       | 4.48%                          | 3  |
| 5. Neither imp nor unimp | 10.45%                         | 7  |
| 6.                       | 17.91%                         | 12 |
| 7.                       | 19.40%                         | 13 |
| 8.                       | 8.96%                          | 6  |
| 9. Extremely Important   | 20.90%                         | 14 |
|                          | 100%                           | 67 |

49.) Action #17: On a scale from 1 to 9 how important is the following action: Mandate bicycle rules on drivers test/ drivers ed

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 0%        | 0       |
| 2.                       | 0%        | 0       |
| 3.                       | 0%        | 0       |
| 4.                       | 0%        | 0       |
| 5. Neither imp nor unimp | 0%        | 0       |
| 6.                       | 0%        | 0       |
| 7.                       | 4.35%     | 3       |
| 8.                       | 4.35%     | 3       |
| 9. Extremely Important   | 17.39%    | 12      |
|                          | 73.91%    | 51      |
|                          | 100%      | 69      |

52.) Action #20: On a scale from 1 to 9 how important is the following action: Consistent signage

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 4.41%     | 3       |
| 2.                       | 2.94%     | 2       |
| 3.                       | 4.41%     | 3       |
| 4.                       | 4.41%     | 3       |
| 5. Neither imp nor unimp | 5.88%     | 4       |
| 6.                       | 8.82%     | 6       |
| 7.                       | 8.82%     | 6       |
| 8.                       | 19.12%    | 13      |
| 9. Extremely Important   | 14.71%    | 10      |
|                          | 30.88%    | 21      |
|                          | 100%      | 68      |

50.) Action #18: On a scale from 1 to 9 how important is the following action: More incentives for bicycling (such as Smart trip program)

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 5.80%     | 4       |
| 2.                       | 2.90%     | 2       |
| 3.                       | 2.90%     | 2       |
| 4.                       | 1.45%     | 1       |
| 5. Neither imp nor unimp | 2.90%     | 2       |
| 6.                       | 5.80%     | 4       |
| 7.                       | 5.80%     | 4       |
| 8.                       | 10.14%    | 7       |
| 9. Extremely Important   | 20.29%    | 14      |
|                          | 44.93%    | 31      |
|                          | 100%      | 69      |

51.) Action #19: On a scale from 1 to 9 how important is the following action: Emphasize environmental incentives in education

|                          | Responses |         |
|--------------------------|-----------|---------|
|                          | (percent) | (count) |
| 1. Extremely unimportant | 10.45%    | 7       |
| 2.                       | 2.99%     | 2       |
| 3.                       | 1.49%     | 1       |
| 4.                       | 1.49%     | 1       |
| 5. Neither imp nor unimp | 4.48%     | 3       |
| 6.                       | 4.48%     | 3       |
| 7.                       | 7.46%     | 5       |
| 8.                       | 22.39%    | 15      |
| 9. Extremely Important   | 25.37%    | 17      |
|                          | 20.90%    | 14      |
|                          | 100%      | 67      |

## Appendix C - Themes from Session 1 and Session 3 notes

The lists below represent themes pulled from the notes of the individual table discussions provided in full in Appendix D (for session 1) and Appendix E (for session 3). A summary of these themes was presented in the main report. The analysis was completed by Martín Carcasson. He simply read through the full notes for each session several times, noting themes that emerged. After a list was developed, we went back through all the notes, and counted how many times that theme was expressed during the discussions to give a sense of the more dominant and frequent themes. The numbers represent how often that theme was identified across the discussions. Three levels of themes are noted. The broadest level represents the four main categories of themes dealing with bicyclists, motorists, government, or shared responsibility. The numbers next to those categories represent that overall number of specific incidences of the themes that fit in that category. The second level, which are numbered, represents t

### **A. Bicyclists** (42 total)

1. Bicyclists not following the rules/carelessness/unsafe (12 )
  - Bicyclists not following the rules/carelessness/unsafe (4)
  - Night riding without lights/reflectors (1)
  - Running stop signs (2)
  - Hands on handlebars (1)
  - Riding against traffic (2)
  - Riding on sidewalks (1)
  - Interfering with traffic (1)
2. Lack of use of proper equipment (9)
  - Lack of use of lights / visibility at night (6)
  - Lack of use of rear view mirrors (1)
  - Lack of helmet use (2)
3. Lack of awareness of rules (6)
4. CSU students in particular (5)
5. Parent's fear concerning allowing kids to bike to school (3)
6. Lack of respect from bicyclists (2)
7. Riding distracted (2)
  - Use of Ipods (1)
  - Use of cell phones (1)
8. Beginning of the CSU semester in particular (1)
9. Lack of marketing on behalf of bicyclists (1)
11. Lack of communication between bicyclists when passing (1)
12. Lack of competitive cycling in FC (1)
13. Some advocacy groups cause others to make false generalizations (1)

### **B. Motorists** (23 total)

1. Distracted drivers/cell phone use (5)
  - Distracted drivers (1)
  - Cell phone use (4)
2. Lack of knowledge of bicycle lanes and right of way (5)
3. Inconsiderate or malicious drivers (5)
4. Awareness at turns (need for bike boxes/green zones) (4)
5. Drivers not obeying laws (1)
6. Trucks "smoking out" riders (1)
7. Mopeds on bike lanes/trails (1)

**C. Government** (38 total)

1. Specific problematic locations (8)
  - Harmony (1)
  - Horsetooth (1)
    - H & McCelland (1)
    - H & Drake (1)
  - Drake & Shields (1)
  - Shields north of Laurel (1)
  - McCelland and Horsetooth (1)
  - Entrances to major parking lots (1)
2. Lack of clear signage (for bike lanes/routes) (5)
3. Issues with bike lanes (5)
  - Narrow bike lanes (3)
  - Lack of consistent bike lanes (1)
  - #/Lack of bicycle lanes (1)
4. Issues with road quality (4)
  - Road debris (3)
  - Quality of roads (potholes) (1)
5. Lack of consistent enforcement (4)
6. Lack of bicycle safety info in drivers ed/tests (4)
7. Safety on county roads (2)
8. Bike coordinator position lacking focus (1)
9. Lack of consistent laws in different cities (1)
10. Lack of availability of rules in multiple languages (1)
11. Lack of clarity at roundabouts (1)
12. Speed limits(1)
13. Lack of kid friendly roads near schools (1)

**D. Shared** (28 total)

1. Lack of mutual respect, courtesy (9)
2. Lack of education (5)
3. Lack of communication/eye contact (4)
4. Lack of awareness of rules (3)
5. Lack of respect for rules (2)
6. Lack of knowledge that bicycle = vehicle not pedestrian (2)
7. Lack of consideration of the “law of tonnage” (1)
8. Lack of use of turn signals (1)
9. Lack of obeying rules (1)

**Session 3 Themes**

**A. Bicyclists** (61)

1. Increase distribution of bicycle safety information (15)
  - Increase distribution of bicycle safety information (3)
  - Utility bills (1)
  - Provide with purchases at bicycle shops (4)
  - Public Service Announcements (1)
  - Billboards (1)
  - Rallies (1)
  - Flyer/Pamphlets (2)

- Workshops (1)
- Police (1)
- 2. Education programs (13)
  - Educate youth/K-12 (7)
  - Educate parents (3)
  - Work through CSU (2)
  - Teach defensive bicycling (1)
- 3. Encourage more bicycling overall (8)
  - Encourage more bicycling overall (3)
  - Change the culture to focus less on cars (3)
  - Connect bicycling more strongly to environment (2)
- 4. Encourage use of/give away equipment (7)
  - Lights (2)
  - Mirrors (1)
  - Helmets (1)
  - Safety kits (1)
  - Reflectors (1)
  - Charge for licensing and provide equipment (1)
- 5. Provide incentives for education (6)
  - Provide incentives for education (2)
  - SmartTrips (2)
  - Reduce cost of registration through classes (1)
  - Community discounts for safety classes (1)
- 6. Positive reinforcement (4)
- 7. Utilize peer influence (3)
- 8. Require bicycle licensing/registration tied to safety rules (3)
- 9. Discourage use of headphones/ipods (2)

**B. Motorists** (11)

- 1. Drivers ed/driving test should include bicycle rules (6)
- 2. Burden of proof should be on motorists (2)
- 3. Educate motorists (1)
- 4. Increase motorists appreciation for bicyclists (1)
- 5. Focus on treating bicycles as vehicles not pedestrians (1)

**City/government** (53)

- 1. Increased enforcement: (22)
  - Increased enforcement: (12)
  - Lights (1)
  - Snow removal (3)
  - Increase fines (1)
  - Add more bicycle cops (1)
  - At "hot spots" (1)
  - When new influx of new bicyclists/beginning of CSU semester (2)
  - Of registration (1)
- 2. Infrastructure improvements (13)
  - Widen bike lanes (2)
  - Rumble strips (1)
  - Fix roads/remove debris (2)
  - Intersection improvements (2)
  - Add Green Zones/Bike Boxes (2)

- Bike boulevards (1)
- Implement more bike lanes (3)
- 3. Improve signage (7)
  - More signs (4)
  - More positive signage (what to do v. what not to do) (1)
  - More consistent signage (1)
  - Better signs in Old Town (1)
- 4. Change laws (6)
  - Require helmets (1)
  - Require mirrors (1)
  - Allow yields at stop signs (1)
  - Allow creative sentencing for punishment (such as requiring ed or pro-bike stickers) (2)
  - Allow bicycling on sidewalks (1)
- 5. More consistency with application of laws (city/state/sheriff) (3)
- 6. Use volunteer enforcers (1)
- 7. Bike coordinator position more focused on bicycle safety (1)

**D. Shared** (11)

- 1. Educate in general (5)
- 2. Increase communication between bicyclists and motorists (1)
- 3. Build a compliance culture (2)
- 4. Increase respect (2)
  - Increase respect (1)
  - Incentives for respect (free gear, New Belgium) (1)
- 5. Reduce fear (1)

**Additional Specific Ideas**

- Build a cycling park (2)
- Bike to School Day (1)
- School bus of bikers (arranging community bike to school groups) (1)
- 21<sup>st</sup> Century Bike Share Program (1)
- Bicycle Rodeo (1)
- Bicycle library supported by business (1)

## Appendix D: Session 1 Full Notes

**Question asked:** *Please introduce yourself and identify what you think is the most critical issue for our community to deal with related to bicycle safety? What are the problems we need to address? For now, we want to get a list going, so we will hold commentary on them until after we've built a good list.*

### Table 1– Facilitators: Rebecca and Heather

Initial list:

- Mutual awareness and respect between cyclists and motorists
- Cyclists need rear view mirrors
- Cyclists aren't aware of all the rules
- Access to South College from North College and vice versa. *Accessibility*
- Personal responsibility to obey rules
- Motorists awareness at turns (bike boxes)
- Driver's Ed awareness (more questions on test concerning cyclists)
- Cyclist carelessness
- Riding with iPods
- Visibility at night—lack of use of lights, reflectors, etc
- Narrow bike lanes on major roads/intersections

Top Three Concerns:

- Cyclists need rear view mirrors
- Personal responsibility to obey rules
- Visibility at night

Discussion:

- Most cyclists do not use their lights
- There is a lack of respect from cyclists
- Cyclists need to communicate with motorists
- Cyclists need to try to not interfere with traffic
- Diesel trucks “smoke out” riders (accelerate quickly and leave a cloud of exhaust for cyclists to ride through)—disrespect
- When bikers stop at a stop sign and a car pulled up first, it is annoying when the car insists the bike goes first—loss of momentum, does not follow the rules of the stop
- Mutual awareness is needed—cyclists are not respectful to cars, cars are not respectful to bicyclists. Community needs to be more aware of the need for respect
- Ebbs and tides—there is a pattern to when there are more issues/tensions between cyclists and motorists
  - Ex: Beginning of semesters. Motorists become more aggressive
- Unpredictability—more communication between motorists and cyclists so everyone knows where they are going. Eye contact necessary

### Table 2 – Facilitators: Teddy and Korri

Initial list:

- Bicycle safety in regards to cyclists following rules
- Quality of roads (potholes)
- Bike Coordinator position is lacking appropriate focus

- Cyclists not using lights after dark
- Road debris
- Not enough public education about cycling

#### Three Main Points

- Bike Coordinator position is lacking appropriate focus, not encouraging enough community education and outreach
- Biker safety in regards to road conditions
- Safety in general (lighting, defensive cycling/driving, accountability)

#### Reactions to Main Points

- Can we get CSU students educated about bike laws/rules?
- Can we get CSU students and the community educated about using lights?
- Should there be fines given for unsafe riding?
- Would more fines deter potential cyclists?

#### **Table 3 – Facilitators: Megan and Darrie**

- Traffic safety
- Share the Road
- Inconsiderate drivers
  - Increase respect
  - Respect from both cyclist and driver parties
- No cyclist and driver consistency
- Safety rules education
- Road safety on county roads
- Distracted drivers
- Cyclists equal to driver

#### **Table 4 - Facilitators: Sarah and Addison**

Education for respect among motorists and bicyclists.

- Coexistence between motorists and bicyclists.
- Better marketing on behalf of bicyclists to improve conditions.
- Disrespect for bicyclists.
- Cell phone use while driving is not such a huge issue. (Argued that cell phones are not such a distraction and that at any moment in time, drivers can be distracted by others who are in the car, tampering with the radio, etc. However, majority of the group felt that cell phone use did contribute to many driving accidents.)
- Two hands on the wheel.
- Bicyclists not obeying bike laws. (For instance, not using lights or reflectors at night, making it nearly impossible for motorists to see them. Breaking basic laws such as running stop signs, etc. as well as not having at least one hand on the handle bars.)
- More emphasis on CSU students to obey bike laws. (Recommended putting more emphasis on bike safety during Ram Welcome. Felt that CSU students greatly contributed to the animosity between motorists and bicyclists since they tend to disregard biking laws the most.)
- Taking personal responsibility for safety.
- Outlaw cell phones while driving. (Mentioned twice.)
- Educate kids on motor safety. (This was also mentioned twice. Argued that since the majority of kids will be driving at some point in their life, schools should put more of an emphasis on the importance of driving safely as well as more of a familiarity with driving laws and the

consequences of breaking such laws.)

**Table 5- Facilitators: Kelsey and Stephanie**

- Need more space on the roads.
- Lack of education for drivers/cyclists on how to drive and ride safely (+2)
- Bring eliminated bike lanes back (+1)
- Some drivers are specifically malicious towards cyclists
- How to enforce rules for bikes and cars
- Size of old bike lanes too small, need to enlarge them (+1)
- Roundabouts pose problems for bicycles and cars because people don't know what to do
- Obstruction on bike lanes is a problem (branches, snow) (+1)
- Cyclists are unsafe
- Mopeds on bike trails and in bike lanes are dangerous. Is it legal?
- Lack of communication between cars and bicyclers (+1)
- Cyclists are not allowed on the sidewalks (+1)
- Snow removal ticketing should be enacted. People need to know when it is the City's responsibility and when it is theirs.
- City paths are not clearly identified
- Cyclists and cars don't know the turn signals
- Lack of strong public transportation system does not provide incentive to use it
- Lack of cooperation of police in enforcing rules/ lack of communication with the police

**Table 6 – Facilitator: Elizabeth Sink**

- McClland and Horsetooth – motorists running red lights
- Drake and Horsetooth E of College – There are many signs saying “Share the Road”. This sign verbage is weak/poor/”a load of cr\*p”
- Larimer County Sheriff just vetoed a 3 foot passing rule, why?
- Need more bike safety education
- Bikers alerting each other when passing each other
- Lack of stopping @ stop signs (both motorists and cyclists)
- On roadways pulling into major parking lots (Safeway, Hilton, etc.)
- Shields (north of Laurel) – narrow street and no bike lane

**Table 7 – Facilitators: Sara and Shannon**

- We need more consistent bike lanes
  - Horsetooth and E. College
  - Drake
  - Shields and College
- Give license testing about biking and bike safety
- Teach the laws to bikers to be a part of traffic
- Education for bikers is key
- Safety equipment – clothing, lights, helmets
- Everyone should ride to build mutual respect
- Educate motorists about bike lanes and right of way
- Education is key to both parties
- How do we teach new students at CSU about bike laws?
- We get 3,000 new students each year
- Education when registering bikes at CSU but what about the people who don't register?

- CSU should be more involved – like a session at Preview
- Most everyone at CSU bikes even if they have a car
- Streets need to be more friendly to children who are bike ready ( point A to point B, exercise kids should be able to bike to school)
- Ideas: “Bike to school day” 5-18 years old
- “School bus” of bikers
- Piggyback program for kids and adults
- Encourage school kids to bike – take the fear away
- Getting rid of fear on the road
- Make bike routes more clear
- More responsibility of friends to encourage others-show friends safe routes to take
- Make Harmony Road safer
- Google maps for bikes, which prioritizes for bike paths, bike lanes, and street routes
- Get directions for bikers to and from anywhere
- Have google maps that ask for walking
- GPS type system for bikes
- Make bikes paths safer, improve them, speed and space
- Bike lanes versus sidewalks

Session 1 Consensus:

1. Safety on roads
2. Driver awareness
- 3. Developing respect for bikers**
- 4. Increase bike lanes and infrastructures**
- 5. Mutual respect between bikers and drivers**
6. Educating bikers on safety and laws
7. Increase communications between biker and driver

**Table 8 – Facilitators: Darrick and John**

- Better Speed Limits for Bikes and Cars
- Motorist not obeying street lanes and bike lanes
- Cyclists not obeying the laws
  - Cyclist understanding (awareness)
- Pedestrians vs. Cyclists
  - Drivers Education
- Education and enforcement of motorists (Right Hook)
- Cyclists going the Wrong Way
- Share the Road
- Increased civility and consideration
- Cyclists understanding basic safety issue such as front and back lights and helmets
- Elementary education programs

**Table 9 – Facilitators: Kate and Lauren**

- Cyclists with no lights
- Cars not being aware of cyclists
- Some advocacy groups cause others to make false generalizations
- People are not as aware as they should be (cyclists, motorists)
- Parents don’t feel safe letting their children bike to school
- Hostility between cyclists and motorists- lack of courtesy

- People are not aware of the rules
- People don't respect the rules
- There is not an official 'law of tonnage' making the 'big guy' automatically responsible for what happens to the 'little guy'
- Lack of competitive cycling in community
- Lack of rules in many languages

Session 1, Main Concerns:

- Almost hitting cyclists without lights when driving; night riding
- Motorists noticing bicycles
- Both groups paying attention to laws
- Bicycles 'invisible'
- Child safety
- Hostility between cyclists/drivers
- Cyclists obeying rules
- Culture change toward respecting rules; motorist education
- Improving cycling as a sport
- Cyclists on wrong side of road; correct lane usage

**Top 3:**

1. Lack of awareness of rules
2. Lack of compliance with rules
3. Disparity of risks between cycling/driving

**Table 10 - Facilitators: Alli and Adam**

Initial list on easel pads

- Difficulty in reaching Horsetooth trails.
- Lack of respect/safety towards motorists
- Troublesome Intersections; need to add "green zones". *Speaker elaborated on the lack of safety surrounding intersections in Fort Collins. Cited "green zones" established in Portland; zones in each lane at intersections, between line where cars stop and crosswalk begins, where bicyclists are to stop and line up next to each other at stoplights. Object is to increase visibility and awareness of the presence of cyclists on the road.*
- Bicyclist Education. *Reiterated by two other participants. Specifically mentioned education regarding safety and law.*
- Lack of respect towards cyclists by motorists.
- Cell phone usage by motorists and cyclists.

Notes from discussion

- Drake / Shields and Drake / Horsetooth noted as problem areas of infrastructure..
- Need for increased education / mutual respect between motorists and cyclists.
- Infrastructure problems.
- Cell phone use.
- Need for (possibly mandatory) safety classes.
- Education for motorists in order to overcome discrepancies between laws in various locations. *i.e. a motorist who moves to Fort Collins from California will be unaware of the city and state laws regarding bicyclists.*

- Incorporate safety training, education, and testing into Driver's License requirements to address the above mentioned problem (*discrepancy in law between locations*).
- Educate motorists and cyclists that the latter is to be treated as a car, rather than a pedestrian.
- Increase in general education related to these issues. *Reiterated by other speakers twice.*
- Noted problems in consistency of law.
- Bicycle "scofflaws"; exacerbated by lack of consistency in enforcement.
- Bicyclist always tries to make eye contact with motorists, but it doesn't always happen.

## Appendix E: Session 3 Full Notes

**Question asked:** *What do you believe we should do in the community to address these issues? What actions would you support?*

### **Table 1 – Facilitators: Rebecca and Heather**

- Enforce the use of mirrors
- Enforce use of lights and helmets, educate the motorists
- Widening/implementing bike lanes, awareness of alternate routes
- Motorist education
- Defensive bicycling
- Driver's tests more frequent, test on bike rules as well
- Safety kit- map, helmet, mirrors, reflectors, etc for free or small fee
- Awareness of snow removal—throw snow into yard, not bike lanes
- City snow removal out of bike lanes as well
- Bike group outreach

### Top Three Solutions:

- Enforce the use of proper equipment
- Educate community
- Mass communication/bike outreach

### Additional Discussion:

- Mirror challenge—everyone drive home and do not use mirrors, translate that to riding bikes
- Peer influence for enforcement of rules—if everyone at summit obeyed rules and told their friends to as well, their friends would be more likely to obey rules, other cyclists would also obey rules by observation
- Incentives for respect—better insurance, free gear, deal with New Belgium? Prove you know the laws, get a free beer
- Police enforcement—citations
- Need for education
- Public communication—public safety announcements on t.v. and radio, billboards, flyers, rallies

### **Table 2 – Facilitators: Teddy and Korrie**

- Education when there is an influx in cyclists
- Not just educational outreach, practical outreach (putting more biker signs up)

- Accountability (increased tickets)
- Target education for individuals 20 years old and younger
- Improve communication between cyclists and drivers, but accountability starts with cyclists
- (1 of the top 3) More engineering solutions such as bike boulevards
- (1 of the top 3) Getting businesses involved in promoting outreach
- (1 of the top 3) A 21<sup>st</sup> century bike share program, get CSU energy behind leadership for such a program
- Bike coordinator's position needs to focus on safety

**Table 3 – Facilitators: Megan and Darrie**

- Raise awareness
- Encourage cycling
  - Events/Activities
  - Education
- Bike trail maps
  - Increase methods of cyclists education (public education)
    - Rules, routes, equipment
    - Bike safety included in motorist education
    - Share the Road
  - Increase enforcement
  - Bike library supported by local businesses

**Table 4 - Facilitators: Sarah and Addison**

**Session #3**

- More signage to be a better biker. (Explained how in Boulder, signs can be found recommending ways in which bikers can ensure their safety. Such signs would include simple bike laws such as wearing reflectors at night.)
- Teaching bike safety to young kids. (Preferably during elementary school.)
- Testing and licensing for bicyclists online. (Group agreed it would be a great way to ensure bicyclists are familiar with bike laws, however, this could be very costly.)
- Incorporating into school curriculum--- motorists. (Same idea as having Driver's Ed as part of the high school curriculum. There was a strong willingness that the group would pay higher taxes in order for this to be taught in high schools).
- More respect throughout society/more education. (Just the general belief that society as a whole needs to have more respect for each other. Education would be a way to teach this idea of respect.)
- Enforcement! (Enforcement of both bike and motor laws.)
- Volunteer enforcers (In order to limit the costs required to hire more cops to enforce laws, citizens of the community would volunteer to ensure the laws are being followed).

- Increase fines. (Whether in regard to bike or motor laws, increase the fines so they would be less likely to be broken again.)
- More self-enforcement. (Follow the laws because you know it is the right thing to do.)
- Infrastructure improvements (Includes increasing the number of bike lanes as well as making sure debris is removed from bike lanes.)
- Better advertisements for rules/More visibility of such rules.
- Marketing to convince motorists to appreciate bikers. (Idea that motorists should appreciate bikers more since it is just one less car clogging up the traffic as well as hurting the environment. Through marketing the ways that bikers improve our community, such as the amount of revenue that biking brings in, the animosity on behalf of motorists will possibly decrease).
- Testing about biking laws at DMV. (Strong support for this particular solution.)  
When purchasing a bike, give info about bike laws.

**Table 5 – Facilitators: Kelsey and Stephanie**

- Bike Safety Education:
  - Who can do the educating? – police officers, bike shops, flyers in the City of Fort Collins utility bills.
  - New drivers need to be educated on bike laws. Put a section about bikes on the test.
  - When buying a bike, legally tie the sellers to confirm they went over bike laws with customers
- Law change: allow riding on sidewalks
- Construct wider bike lanes
- Hand out reflective gear at any Fort Collins events
- Give community discounts to people who take bike safety course (cyclists and drivers)
- Require bike registration

**Table 6 – Facilitator: Elizabeth Sink**

- Add blinking “Stop light ahead” sign at McClelland and Horsetooth
- Cyclist rumble strips onto bike land
- Bike lanes @ intersections are as wide as a car – seem confusing to cars
- Safety program in schools – promoting assertiveness
- Harmony and Mulberry and I25 – sign says “Cyclists dismount” Why should we stop?
- Enforcement of no bikes on sidewalks in Old Town
- Better biking routes/lanes/signage in Old Town
- Education tradition in community – kids & adults
- Tail light giveaway

## **Table 7 – Facilitators: Sara and Shannon**

### Initial list

- Series of educational workshops for bikers.
- Early education for first time motorists and CSU bike registration.
- Emphasis on bike education as early as elementary and middle school age.
- Law enforcement
- Incentive programs like the “smart trip” program.
- Climate connection- Co2 reduction
- Bikers donate funds-voluntary registration
- City responsibility-safety pamphlets and education
- Distribution of info material specifically to bikers

### Discussion

- Higher distribution of bike safety information. Example: ski lifts and resorts
- Implementation of education in various forms
- Capture the attention of bicyclists and motorists
- Increase law enforcement to create the incentive to follow the rules of the road, particularly off campus. However, there is a priority system in law enforcement.
- “Smart trip programs”=behavioral approach
- Government agency involvement and enforcement
- How do we get more equipment to bicyclists? (Example: Headlamps) Solution: increase bike registration by five dollars, and then give a headlight to each bicyclist.
- Responsibility of the bike community to create self-enforcement.
- Bicyclists will follow by example, as more people follow the rules.
- Moral dilemma: when you see something going on that is wrong... Do you say something?
- Road rage between bikers and motorists.

## **Table 8 – Facilitators: Darrick and John**

- Education at point of sale or exchange
- Warnings/rewards for good behavior
  - Positive reinforcement of motorists and cyclists
- Intentional education
- Signage
  - Sidewalks and wrong way
  - Positive signage ex) Instead of DO NOT or NO, use YOU CAN
- City Programming
  - Safety video for decreased fine from violations
- Citywide Bike-Rodeo
  - City sponsorship
- Consistent signage between CSU and Fort Collins
- Forum for changing laws

- Consistent enforcement from City, State, and Sheriffs Department

**Table 9 – Facilitators: Kate and Lauren**

Initial list:

- Education (all around)
- Testing with drivers' license, plus \$ discount incentive for good behavior
- Fix roads (pot holes, debris, etc.)
- Parent/child early education on safety
- Cycling park
- Heightened enforcement
- Building enforcement/compliance 'culture'
- Having bigger vehicle at fault in accidents, i.e. 'burden of proof' on motorist
- More bikes on road

Discussion:

- More education for everyone
- Incentives for education: discount on CSU license for taking courses
- Fix roads: if cyclists are to ride on the shoulder, they need to be safe
- Inform parents that bikes may be safer than riding in cars/ busses
- Educate early: educating little ones create lifetime cyclists and safe cyclists
- Create a cycling park, a safe place to learn how to ride a bike
- Undo this reluctance to enforce the rules that are instilled to protect cyclists because consequences can be lethal
- Ticket more to enforce rules
- Change the culture and perception of acceptability of having cyclists on roads
- Large vehicle = more responsibility/fault
- Educate parents and make sure parents are enforcing what kids learn at home
- Increase number of bikes on roads, then people will HAVE TO deal with the issues
- Creative Solutions for breaking the rules: must put a 'share the road' sticker on car, must take safety courses
- Create rules that are the same everywhere
- Legalize yields at stops instead of full stops
- Enforce no riding through crosswalks
- Ticket in 'hot spots' so that rules start being enforced and word spreads that rules are being enforced
- Ticket CSU students early in semester so that students obey rules throughout semester
- Positive reinforcement- have police officers hand out coupons to cyclists/ motorists for following rules

**Top 3:**

- Education
- Enforcement of rules for cyclists and motorists
- Shift away from car-centric culture

## **Table 10 – Facilitators: Alli and Adam**

### Initial list

- Need for bicycle cops in order to better enforce laws.
- Need for education in K-12 and CSU.
- Bike pull-outs; similar to DUI checkpoints to check registration of bicycles.
- Safety education requirements need to be in place to register bike.
- Current bike registration “sticker” is meaningless.
- Many (if not majority of) bikes are unregistered.
- More efficient and effective enforcement.
- Cultural changes. Changing the culture to one more oriented around bike safety could lead to peer education / enforcement.

### Discussion:

- Need for increased education.
- Need for increased enforcement.
- Need to extend bike lanes through areas with heavy interaction between motorists/cyclists, particularly Old Town.
- Bike lanes need to be extended through intersections more effectively and clearly.
- Education for motorists/bicyclists to increase bicyclist confidence and mitigate damage and accidents due to fear. Many accidents or near-accidents are caused by hesitation, uncertainty, and fear due to a lack of awareness regarding proper behavior and practices of bicyclists.
- Concerned about cyclists wearing headphones, limiting awareness of other traffic on the road.
- Need increased consistency in the laws that are written and consistency in enforcement and signage. Inconsistency limits awareness of law.
- Cyclists must be treated as cars on the road, both culturally and legally. Education must address this fact, informing motorists and cyclists alike that bikes are to be treated as cars.

## Appendix F: Session 5 Full Notes

**Note:** Session 5 was significantly shortened due to time constraints. The top issues from session 3 and 4 were assigned tables, and participants at the summit were given the opportunity to choose the topic to discuss. The idea was to begin initial focused conversations on a group of key action items.

### **Table 1 Topic: Bicyclist Education on Driver's Tests**

**Facilitators: Rebecca and Heather**

- Not enough questions about bicyclists on test
- Test is not frequent enough—once every ten years
- Bicyclist education could be positive reinforcement—educate about laws in other ways than just on the driver's test and have rewards for correct answers

### **Table 2 Topic: Focus on K-12 education**

**Facilitators: Teddy and Korri**

- Various safe routes for cyclists to school
- Promote cycling to youth as a “healthy lifestyle”
- In towns such as Longmont the private sector has taken a leadership role in promoting bicycle safety routes
- Local governments are struggling, the private sector and volunteers need to take the lead
- To get more kids cycling on the roads, parents need to feel safe on the roads first
- Parents and schools could work with the helmet issue (role models)
- Work on the cultural driving issue one school at a time

### **Table 3 Topic: Increased education for general public**

**Facilitators: Megan and Darric**

- Have Share the Road be a standardized course
  - Upon bike registration
  - Upon penalty
- Raise awareness (signage)
  - Utilize existing public events
- Enforcement
  - Warnings and tickets
- Target college students

### **Table 5 Topic: Increased bicyclist education for college students**

**Facilitators: Kelsey and Stephanie**

- Put in a bike education section during Ram Welcome or Preview
- Make so-called “CSU Bike Coordinator” more available and visible on campus
- Make a (big) fine for breaking bike rules. Have a “Sting Week” (or two) when all rules are strictly enforced.
- Online “Rules of the Road” test – will get your campus bike registration fee reduced if you take it
- To support this, get: ASCSU, CSU Police, some other student organizations involved and the Neighborhood Services Offices (located where Planning and Zoning is)
- Tickets given can be reduced or cancelled if people ticketed go to “bike safety class”
- Most issues on top 10 list revolve around education/enforcement.
- NO MORE SWAG (The Fort Collins Bike Coordinator should focus on education and outreach, not on giving out free things).

### **Table 7 Topic: More incentives for bicycling**

#### **Facilitators: Sara and Shannon**

- Smart trips
- “Bike bucks”-reward incentives are exchanged for meals ECT.
- In California you can donate to “bike commute”, which ends in a free bike trip.
- When you see someone following the rules offer incentives for encouragement.
- Giveaways- raffle programs
- Safety-Blinking lights on dogs while walking at night
- Offering alternative incentives
- “Bike weeks” for corporations employment agencies ECT
- Covered bike racks-more bike racks in general
- “Bike commute month”- competition for miles biked
- Bike touring company-promoting safety to locals, like Rolling Spokes Bike Tour.
- Fund raising for being local
- Bike Fort Collins and FC Bikes should take the lead.
- Quest for a grant, about \$200,000 to provide overall bike share program, through CSU, which has already been done at the University of Iowa.
- Funding and advertising as barriers
- People who bike often can have a high impact on others, through distribution of educational literature.
- Higher incentive for bikers-signage “you can do it” –Mason Corridor.
- Role models- more business involved in biking, Ex: New Belgium
- Deficiency in bike racks decreases incentive
- There should be incentives for even riding your bike to the grocery store, I.E. discounts
- Community involvement in connection for decorating bike racks, Ex: Longmont
- Adding excitement into bike culture
- Medicare-incentive points for biking=lower rates
- Incentive programs come out of some health clubs
- Tax relations
  - Commuter bicycle provision stimulus
  - January 1<sup>st</sup>, 2009 \$20 per month=tax credit
  - Some benefits through Rockwell

### **Table 8 Topic: Shift away from car-centric culture**

#### **Facilitators: Darrick and John**

- Police modify behavior temporarily.
- This is about people living with each other.
- We can’t write enough laws to fix this.
- “Throw them a bone”
- Less negative publicity
- Positive reinforcement
- Intentional education and engagement
- Easy to let people know wrong way
- Bike Rodeo- extremely successful at CSU
  - Conducted at parks
  - Includes Bike shops and Fire Dept.
- Free Helmets

- Messed up bike laws
  - Re-writing legislation
  - Yielding at stop sign
- More officially involved law enforcement
- Sheriffs Dept = Brick Wall
- Consistent signage from CSU to Fort Collins
  - Making it visually pleasing
- Better communication between law enforcement/laws and public
- Commitment and danger from pulling cyclists over.
- Cyclist questions on the Road Test
- Police officers do not want to enforce cell phone laws.
  - “I don’t want to be a nanny state” – Police Officer

**Table 9 Topic: More Consistent/Stricter Enforcement**

**Facilitators: Kate and Lauren**

- More ticketing for cycling on wrong side of road
- Enforcing in selected ‘hot spots’ or problem areas/intersections to improve awareness and reward good behavior
- Positive reinforcement
- College sting week
- More ticketing for illegal passing (motorists entering bike lanes)

**Table 10 Topic: Infrastructure improvements**

**Facilitators: Alli and Adam**

- Centre / Prospect, Laurel / College, “Powertrails”, cited as problem areas, specifically with regard to lights.
- Need to change blinking red stoplights to blinking yellow.
- “Green Zones” encouraged, but is only effective in areas with a large enough volume of bike traffic, such as Elizabeth, Shields, Mason, Loomis, Laurel, and Centre.
- Stop signs should be treated as yield signs legally, needs to be accompanied by education so that it does not make things more dangerous.
- Less ambiguity, more consistency in laws.
- Consistency in motorist perception of bicycles. Bike lanes need to be integrated with, not separate from, roads to aid in motorist awareness.
- Narrowness of bike lanes is a concern, but is less of a priority than longer, more consistent bike lanes.
- Timing of lights to accommodate bikes. Current timing is inconsistent and needs longer yellow lights, this creates problems with traffic. Cyclists are expecting one length of yellow light, then the light changes sooner, and the traffic running perpendicular begins moving, creating an unsafe environment. *This was agreed upon and reiterated unanimously in the group.*
- Insurance discounts for motorists who partake in bike safety courses.
- Bike Boulevards and “Green Zones” could provide engineering solutions to enforcement problems.

## Appendix G: Written Survey Data

A one page survey was made available at each table for participants to complete. All the information from those surveys is included below. The full survey is on page G-7.

**Question 1: If there are particular geographic locations in the city you believe are dangerous that need to be addressed, please list them here with any necessary explanation.**

Note: The answers to this question were grouped by area.

### **Answers mentioning College Avenue:**

Laurel and College. (2 complaints)

North College, I-25 Overpass/Frontage Roads

College Ave, all roads in

College avenue is pretty treacherous from the city limits, south and north and the points between, but it is legal so should be safe.

North Corridor of College Ave.

South College Ave – Not good – Intersections all bad. No one is looking for cyclists.

The sidewalks are rough. Even if you bike Mason, there are bad areas not with riding around.

### **Answers mentioning downtown:**

Downtown

No bike lane in Old Town

### **Answers mentioning Horsetooth:**

Horsetooth East of College. Help created new issues on Harmony- bike lanes too wide, site lines, 3 lanes—2 after intersections.

Horsetooth Road- the few blocks East of college-bike lane temporarily ends and sidewalk is unfriendly or nonexistent.

McClelland and Horsetooth (cars run the light because they can't see it around the turn). (2 complaints)

Horsetooth bike lanes disappear between Stover, College and Riverside- few alternatives near this route Mason Train north to Old Town

### **Answers mentioning Shields:**

Shields & Lemay narrow areas.

Shields and Elizabeth. (2 complaints)

Motorists speeding on Shields between W. Elizabeth and Prospect (30 mph speed limit).

Lots of mixed peds, bikes and cars.

Shields between Elizabeth and Mulberry.

### **Answers mentioning Prospect:**

Centre and prospect.

Drake and Prospect.

Prospect and Lemay.

Prospect and college.  
Prospect/ Centre Ave.  
Center north bound and Prospect,

**Other answers:**

Numerous school locations—Kinard JH & Preston, Lemay & Riverside  
Highway 14 Poudre River (wild & scenic). 2.

Lincoln Avenue.

Roads into shopping centers.

Loomis and Laurel.

Nothing dangerous, but some large intersections have car sensors which do not pick up cyclists forcing me to run red lights if there are no cars around to trigger the sensor. This usually happens very late at night.

Any area within a 4-5 block radius of CSU.

Infrastructure, bikes lanes narrow, nonexistent ex. Lemay, Shields, Prospect (between Shields and Lemay), North of Plum, Lemay and Timbeline. Offsets/across Lemay, Swallow → Centennial, Stover X Prospect

Vine west of Shields bike lane is rough with a lot of holes.

Mulberry Timberline to Shields no bike lane people don't realize bikes are allowed on the street.

Hwy 1 and 287 intersection, just outside of city limits

Southbound on Stover and prospect: difficult for the cyclists to get to crosswalk button otherwise, that crosswalk is a lifesaver

Harmony & Corbett- east bound bike lane looks like a right turn lane- no signage/ street paint identifying bike lane.

**Question 2: House Bill 1094 is currently being considering by the Colorado legislature. It would ban all cell phone use while driving for those under 18, and allow only hands free use for those 18 and over. Do you agree or disagree with this proposed legislation? Why or Why not?**

**Answered coded as support for the law (28)**

- Agree. (7 times)
- Yes, cell phone use is dangerous to bikers, drivers and pedestrians. I have been hit by someone on their cell phone. If you need to talk, get hands free or pull over.
- Agree, but this is about driving safety more than bike safety.
- Yes I believe cell phone use while driving is dangerous.
- Yes
- Ban while riding bikes as well.
- Ban Cell phones
- All cell phones should be banned.
- I agree with the legislation, but I question whether the cycling community should be the only face on the campaign. Drivers, and pedestrians are also stakeholders and cell phone use is a coveted feature of our culture PR blunder?
- Agree. Cell phones can only distract a driver from what is happening on the road.
- Agree because they create significant hazard above the normal hazards.

- I agree with the house bill, awareness of the road and a stronger awareness of surroundings while in a vehicle.
- Yes a bit
- Yes I agree. Most people that I seem making driving mistakes towards other drivers and bikers are on their on their phone.
- I agree, it should be against the law to 100% use cell phones while operating a motor vehicle.
- Agree! See too many “close calls” (near accidents) due to distracted driving.
- I agree anything to heighten the awareness of drivers is a positive thing.
- Yes! Cell phones are not good while driving. I wonder, though, if this would encourage text messaging while driving?
- Agree. Cell phones are not necessary. If they are, the motorist should pull over and take the call while stopped or give the phone to a passenger.
- Agree. Cell phone use is increasing the level of driver distracted.
- I agree – cell phones are proven to make people not pay attention to driving. There is no reason why we need to talk while driving.
- Agree 100%

**Answers coded as lack of support for law because it does not go far enough (particularly by not banning all cell phone use) (8)**

- Hands free is NOT safe. It’s the mind, not the hands.
- I agree it is a good start but hands free is still talking while distracted. We need to discourage driving with any distractions.
- No the problem is with drivers’ “mind” engaged with conversation, not their hands.
- For those under 18, yes I hope this will work. No, prefer computer ban for all.
- Disagree would like to outlaw cell phones use in moving vehicles.
- I disagree with only having hands-free usage. It can be just as dangerous if a driver is eating, putting on makeup, fighting with kids in the car. Teenagers should not be allowed to use cell phones while driving.
- I agree but how can our overburdened police force enforce it.
- What about texting?

**Answers coded as lack of support for the law in general (5)**

- No. (2 answers)
- Disagree (with over 18 part) there are many distractions inside the car. Pressure car companies to make every car phone ready (they have all added cup holders). \*\*
- No drivers have a responsibility to be safe, but the list of bannable distractions is potentially very long. What about drivers adjusting their radios or talking on the phone to the passenger or turning around to tell their children to be quiet. How much liberty are we prepared to do away with?
- I do not support a ban however I do support education – raising awareness. There are numerous distractions which arise when driving – kids in the car – drivers carrying on conversations with passengers and turning their head to look at them, the list goes on.

**Question 3: Do you believe there should be a mandatory bicycle helmet law in Fort Collins?  
Why or why not?**

**“Yes” answers(15)**

- Yes (5 times)
- Yes, safer overall and sets a good example for children.
- Yes, as safety increases more bikers increase and it becomes a safer place to bike. It is a cycle whereas something becomes the norm it is going to help people.
- Yes, teaches good habits
- Yes. Wearing a helmet can increase safety. I see no downsides to wearing a helmet other than cost. Fort Collins can start a “donate a helmet” program.
- Yes safer
- Yes, it should be a law making mandatory the use of helmets and most important the use of REAR VIEW MIRRORS! So this mandate could be written and published with the “Colorado Drivers Manual.”
- Yes bike helmets are just, if not more crucial to your personal safety. It’s a no brainer to protect your brain.
- Yes. Head injuries are a societal cost consequences (costs) of injuries are borne by more than the person who sustains the injury.
- Yes. Prevents head injuries.
- That would be easy to enforce – I would support it – why not?

**“No” answers (22)**

- No. (10 times)
- No it exacerbates a perception of danger.
- No this is personal choice but insurance policies should have exclusions.
- No. Should be a choice, mandated law would discourage cycling.
- No, not for adults. Government should not be responsible for protecting me from myself.
- No personal safety is a personal thing.
- No but Helmets should be strongly encouraged, and free to those who cannot afford them
- No individuals are responsible for their own safety. This is a very different than having lights or following traffic laws- those are designed to protect to other people. The government has no business protecting adults from themselves.
- No but ticket if they’re not wearing a helmet when stopped for another infraction.
- No motorcycle helmet law in CO ride at your own risk
- No, even though I choose to wear a helmet, an individual should take responsibility with their actions
- No, If you educate people why they should. Then they will on their own.
- No, people are responsible for their own safety and well-being. We should encourage a culture that celebrates safety, police rarely instigate celebrating anything.

**Neither yes or no answers**

- Not sure.
- Lights are more important. (2 times)

- **REAR VIEW MIRRORS:** It's the most important accessory in the sport to cycling. A cyclist with no rear view mirror is a person 50% blind. By law the use of helmets and mirrors should be mandatory. By wearing a rear view mirror the cyclist is 100% in control of the road, and in direct contact and communication with a motorist. All the problems I heard tonight about cycling they fall like into a tunnel and the "drop" that comes out is simply related to the problem of cyclists not wearing a rear view mirror. I'm highly impressed that nobody else mentioned anything about the rear view mirrors. If the state would give the choice of just one item as mandatory between a helmet and a rear view mirror, I most definitely would drop the helmet and take the mirror.

**Question 4: How satisfied are you with the conversations you had today?**

Boxes checked:

- 18 Very Satisfied
- 14 Satisfied
- 5 Somewhat satisfied
- 0 Neutral
- 0 Somewhat dissatisfied
- 0 Dissatisfied
- 0 Very Dissatisfied

Comments made with answers:

- Somewhat satisfied, great start, more specific action items next step
- Somewhat satisfied – somewhat difficult to focus the comments in time
- Very satisfied – knowing this is laying the groundwork there is much more to be done – I like the variety of ideas and approaches to improving safety.

**Question 5: Do you feel you now have a clearer or deeper understanding of the issue than you did before the forum?**

- 12 Certainly
- 18 Somewhat
- 5 No
- 1 Not sure

**Did you feel the technology used was helpful or not?**

- 34 Certainly
- 3 Somewhat

One commented that it was nice to see the results immediately.

**After this discussion, what is the one thing that stands out the most to you as a critical action for the community?**

- Education. (5 times including once with all caps, and once "Education, Education, Education")
- Education for all ages and all people.

- Educate Cyclists
- Education – from the bottom up (K – 12 →)
- More of these (forums) and online input channels.
- More consistent educating and signage.
- Mutual respect between cars and bikes.
- Increase bike culture, decrease car culture.
- Lights on Bikes.
- I liked the idea of the rumble strips and improve safety of bike lanes.
- Create a cycling park to teach people how and why to ride without auto traffic. They will add to the critical mass of safe riders on the roads
- Creating a bike culture and were on the right track
- Actions that increase respect between motorists and cyclists, education at all levels
- We need to promote a more bike friendly culture.
- To continue this format with a variety of entities, CSU, F.C. Police, and bring in Larimer county officers – move forward with ideas.

## Bicycle Safety Summit – Survey Provided to Participants

Table #\_\_\_\_

### Bicycle Safety Summit – Written Comments Form

*Please provide any additional comments about concerns or ideas on the back of this form, and provide it to your notetaker to be considered with the other information for the report.*

If there are particular geographic locations in the city you believe are dangerous that need to be addressed, please list them here with any necessary explanation.

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House Bill 1094 is currently being considering by the Colorado legislature. It would ban all cell phone use while driving for those under 18, and allow only hands free use for those 18 and over. Do you agree or disagree with this proposed legislation? Why or Why not?

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Do you believe there should be a mandatory bicycle helmet law in Fort Collins? Why or why not?

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How satisfied are you with the conversations you had today?

Very Satisfied  Satisfied  Somewhat satisfied  Neutral  Somewhat dissatisfied  Dissatisfied  Very Dissatisfied

Comments:

Do you feel you now have a clearer or deeper understanding of the issue than you did before the forum?

Certainly  Somewhat  No  Not sure

Comments:

Did you feel the technology used what helpful or not?

Certainly  Somewhat  No  Not sure

Comments:

**After this discussion, what is the one thing that stands out the most to you as a critical action for the community?**

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