

Boulder Bike Summit
September 7th, 2007
Boulder Outlook Hotel
Draft Report to City Council

Vision- Boulder, The Bicycling Capital of the World

Section I: Summaries

One hundred leaders for the Boulder bicycling community gathered in September, 2007 for a Bike Summit, an initiative of the Boulder City Council. A major theme of the Bike Summit was to envision a time in the future when Boulder was the number one cycling city in the world. What would Boulder look like? What would Boulder offer cyclists that other places did not? How would Boulder be known as the Bicycle Capital of the World? Who would be involved in making Boulder the Bicycle Capital of the World and what would be the responsibilities of citizens, government, community organizations, and local cyclists?

The morning was spent brainstorming about what makes Boulder a good place for biking now and what could be done better, followed by a visioning session of what would Boulder look like if it was the Bicycle Capital of the World. These major points of these discussions are shown on the left and right side of the graphic in Section II at the end of this document. Bike Summit attendees then proposed initiatives that would help achieve the vision, and worked in smaller groups to identify outcomes, quick wins, and major responsibilities. The initiatives are listed in priority order, as determined by all Summit participants, at the end of the session.

Initiative: Develop World Class Recreational Cycling for All Ages

In order to be a world-class destination for recreational cyclists to live and visit, Boulder needs world-class recreational bicycling facilities. This means urban trails that lead to popular mountain bike trails, so cyclists can mountain bike without using a car. There should also be facilities for all sorts of other recreational cycling- cycle cross tracks, criterium tracks, etc.

One thing that makes cities great for cycling are events for professional cyclists at the top of their field. This brings attention and excitement to cycling and also an economic boost to the city. From 1977 – 1988 Boulder was the location for the Coors Classic Bike Ride. But today, despite the many world-class athletes that live and train in Boulder, there is no big, professional cycling event.

Quick wins

- Include cycling facilities in the Valmont Park Plan
- Implement OSMP Visitor Master Plan
- Allow schools to make cycling an accredited activity/sport

- Bike classes through Parks and Recreation
- Policy statement from City Council supporting bicycling as recreation

Future Actions

- A fully integrated trail system to provide high quality connections to mountain biking destinations such as Walker Ranch, Betasso, Heil and Hall ranches
- Develop cycling as an official school activity with clubs, races, city-sanctioned races/ events both on road and off.
- Bring professional cycling events (on road and off) to Boulder

Responsibilities

City Council

- A city policy that supports bicycle recreation
- City Council provides leadership to help city departments to develop cycling facilities for recreation

OSMP

- Include important trail connections to mountain biking destinations in future planning efforts.
- Implement Visitor Master Plan
- City sanctioned off road bike races

Parks & Rec

- Repeal bike ban in city parks, replace with location specific restrictions.
- “Purpose built” biking facilities in city parks
- Include cycling facilities in VPP
- City sanctioned bike races on and off road
- Bicycling classes and teams through Parks & Rec
- Support large bicycle event (ride, not race) with closed streets (along with Police)

Citizen Groups

- Involvement and support on all Bike Summit initiatives, including gathering citizen support to make these initiatives politically and financially feasible
- Environmental groups join in working to promote bicycling as transportation
- Hikers and bikers share trails and work together
- Active Living Businesses support initiatives, both politically and financially.

Initiative: Bikes on Transit

Great bicycling cities fully integrate bicycle use and transit to allow seamless transitions between both, as well as enhanced amenities for bicyclists around major transit stops. Bike on bus usage in Boulder is very high today and the system is almost at capacity. Bus racks that accommodate more bicycles, improved connections to transit stops, better

places for people to leave their bikes at transit stops and the availability of rental bikes at transit stops would greatly enhance the capacity of the system. This would also allow more people to use a bus/bike combination and expand the reach of the existing transit system. These elements should be incorporated at key local transit stops as well as at FasTracks locations.

Quick wins

- Three bike capacity racks on buses
- Literature / technology review and report on existing options
- More bike racks at bus stops
- Ask that US 36 and Northwest Rail planning processes include bike accommodations at stations and on vehicles.
- Retrofit rear door buses with hang spaces for bikes
- No action alternative for US 36. Prioritize TDM and alternative modes not more pavement

Future Actions

- Bike rental (e.g. Velolib) checkout at transit stations and super stops
- Pre-fab bike station
- Special B line bus
- Bicycle Oriented Development as part of zoning codes
- Improve transit in general
- Incentives to retro-fit existing buildings with bike facilities
- Bike pools at work
- All Fast Tracks routes with bikes on board
- Bike with transit technology development and incentives
- Amend state constitution to allow gas tax to be used for alternatives

Responsibilities

Transportation (City/ County)

- Literature/ technology review on existing options for bike on bus
- More bike racks at bus stops
- Insure that FasTracks projects accommodate bikes at stations and on vehicles.
- Bike rental (like Paris's Velib) at super stops

RTD

- 3-bike racks on wider buses
- All Fast track vehicles accommodate bikes in all corridors
- Retrofit rear door buses with hang up spaces for bikes
- Special B line bus
- Bike with transit technology development and incentives
- Improved service

CDOT

- No action on US36- prioritize TDM and Alt. modes

Businesses

- Bike rental at super stops
- Pre-fab Bikestation

Other Policy

- Raise driving age to 18
- Amend state constitution to allow gas tax to be used for alternative transportation

Initiative: Finding Your Way

A bicycle trip connecting all of Boulder County's communities should be an easily navigable experience, with safe on-road bike lanes on local streets and off-road paved paths and wide shoulders along major arterials. Signage should be clear and easy to use, giving the bicyclists pertinent information like distance, connections, destinations, and wayfinding. Mounted bicycle system maps should be available periodically on the path system. The in-town paths should have information to allow the cyclists to understand where they are in the city grid system as they travel along on the path.

Quick wins

- Sign and mark B360 (like Bolder Boulder)
- Identify major destinations off B360
- Support and construct new paths and shoulders
- Put transit in GOBike Boulder.net

Future Actions

- Build/ Connect to US36
- SH 93 to Golden path/shoulder
- SH 119 to Longmont path/shoulder
- US36 to Lyons path/shoulder
- Off street trails to Golden, Lyons, Longmont

Responsibilities

Transportation (City/ County/CDOT))

- Sign and mark B360 route
- Identify major destinations off B360 and mark
- Add transit to GOBikeBoulder.net
- Build connections-
 - US36
 - SH 93 to Golden
 - SH 119 to Longmont

US36 to Lyons
Off street trails to Golden, Lyons and Longmont

Initiative: Bike Education in Schools

Boulder County should be a national model for bicycle education. There are so many places to ride and BVSD students can quickly and easily gain individual mobility by learning safe cycling skills. By training students in our school system, we will create more users of Boulder's bicycle system not only now, but for years to come. A comprehensive bicycle education program would include bicycle skills and safety as part of the regular physical education curriculum.

Quick wins

- A guest bicycle education teacher
- A pilot bicycle education PE program

Future Actions

- BVSD approved curriculum in classroom
- Train PE teachers in bicycle education
- Corporate sponsors of a bicycle program

Responsibilities

BVSD

- School recognizes cycling officially with PE class, clubs and teams as an accredited sport
- PE program for bikes with bikes supplied, if needed
- BVSD bike curriculum
- Bike service stations in high schools and middle schools
- Repeal open enrollment
- Don't allow parents to drive children if they live within ½ mile of the school

Initiative: Bike Service Stations

A Bicycle Service Station is a bold idea that shows a high level of commitment to bicycling by the community. Bicycle Service Stations can be the center of the neighborhood, providing a variety of services to cyclists including not just bike repair and storage, but showers, lockers, a café, and place to meet. Bicycle Service Stations can work in partnership with schools and other institutions to offer internships and paid positions.

Quick wins

- 3 start-ups (Fairview or Boulder H.S. / Casey Middle School)

- Mobile mechanic with trailer

Future Actions

- Provide high school classes to staff stations
- Generate flow of bikes for free checkouts
- Adoption by companies or bike shops (Amgen, Celestial Seasonings, BCH, Whole Foods)
- Solar powered with PV
- Gear and showers

Responsibilities

Businesses

- Adopt Bike Service stations

BVSD

- Bike Service Stations at schools

Transportation (City/ County)

- Support or Bike Service Stations

Citizens' Groups

- Support or Bike Service Stations

Initiative: Car Free Zones

In the great cities of the world – Paris, Barcelona, Bogota, Mexico City, New York, Washington D.C., Philadelphia - there regular times when arterial roads are closed and given back to the people. Families stroll with baby carriages and dogs, kids learn how to ride a bike for the first time, skilled cyclists ride fast down the middle of the road without scaring anyone. Car free zones allow people to get back in touch with their city and experience its visual and sensory delights on a human – rather than automotive- scale.

Quick wins

- Big bike event with many closed streets
- Weekend closure- Marshall Road
- Health, environmental, Boulder Brand = better, less congestion, gets people on bikes, reduces carbon, is doable

Future Actions

- More bikes on modified streets
- Car free zones
- Better, bigger Bike Week

Responsibilities

Transportation (City/ County/CDOT)

- Work with citizen groups on weekend road closures for recreation (also Police)

Citizen Groups

- Involvement and support on all Bike Summit initiatives, including gathering citizen support to make these initiatives politically feasible
- Working toward weekend closure and car-free event

Initiative: Incentives and Advocacy

What are the policy changes needed to make Boulder the Bicycle Capital of the World? Once we change policy and build infrastructure for bikes, how will we get people to think about choosing bicycling for trips where a bicycle makes the most sense? What roles do government agencies, elected officials, citizen groups and cyclists play in making these policy changes and increasing bicycle use?

Quick wins

- Support of a local Bicycle Commuter Act
- A local complete streets initiative
- Expand areas in which people are charged to park
- Free pool bikes
- Reimburse city / county employees for mileage if they bike or walk
- Intra government bike committee
- A more professional, engaged bicycle advocacy community with a seat at the table in making important decisions for cyclists on a local and regional level

Future Actions

- Bike parking ordinance for existing development (if they do even minor changes, need to improve bike parking like ADA)
- Repeal parking minimums for new construction
- Incentives for Boulder East businesses not to have seas of parking
- Better bike access and parking for new developments
- Funding for bicycle initiatives that will help the city get to platinum
- Bike lanes on Canyon
- Bike Boulevard on Folsom
- Branding campaign – make cycling cool
- School offsets
- Raise driving age to 18
- “Under 5 mile” campaign
- Pass on hidden costs of driving (courts, etc)
- Corporate leadership

- Encourage citizen input to DRCOG process
- Create citizens' committee at DRCOG
- Congestion pricing
- Increased parking fees
- Don't allow parents to drive kids if they live within ½ mile of school
- End open enrollment
- 9th St. climbing lane from University to Baseline
- On-street bike lane on Arapahoe from Folsom to 55th, to be created by using existing width of Arapahoe

Responsibilities

City Council

- Formal support of the federal Bicycle Commuter Act
- Adopt a local Complete Streets Initiative
- Form Intra government committee to look at bicycle issues
- Pass on hidden costs of driving (courts, etc)
- Explore Congestion Pricing
- Increase parking fees
- Ballot measure to pay for alternative transportation initiatives
- Pressure DRCOG to create a citizen's committee
- Funding for bicycle initiatives that will help the city get to platinum
- Boulder Bike Brand (logo, great place for biking, etc) promoted to businesses, tourists, etc.

Transportation (City/ County)

- Expand areas in which people are charged to park
- Reimburse city / county employees for mileage if they bike or walk
- "Under 5 miles campaign"
- Bike lanes on Canyon
- Bike Boulevard on Folsom

Planning

- Repeal parking requirements for new construction
- Bike parking ordinance for existing development (if any permits or changes are granted, they must meet bike parking standards, like ADA)
- Create Bicycle Oriented Development Zoning Codes
- Better bike access and parking in new development
- Incentives for East Boulder businesses not to have seas of parking

Citizen Groups

- Involvement and support on all Bike Summit initiatives, including gathering citizen support to make these initiatives politically and financially feasible
- Work to create citizen's committee at DRCOG

- Branding campaign to make cycling cool
- Better, bigger Bike Week (more community involvement)
- Environmental groups join in working to promote alt modes

DRCOG

- Allow citizen input to DRCOG process
- Create citizens' committee at DRCOG
- More funding for bike/ped projects (with CDOT)

Businesses

- Bike pools at businesses
- Incentives (cash out) for employees who don't drive
- Charge parking fees for employees who drive (East Boulder)
- Better, bigger Bike Week (more business support)
- Bike businesses more involved in the bicycling community

Other Policy

- Raise driving age to 18
- Amend state constitution to allow gas tax to be used for alternative transportation

Initiative: Active Living Business Cluster

Note: this initiative was discussed by bicycling business leaders at a breakfast session. In addition to business leaders, Liz Hanson from the city's economic vitality effort, Tracy Winfree from City Transportation and Mary Ann Mahoney from the Convention and Visitors Bureau attended

An estimated 150 businesses involved in "active living" are based in Boulder. These include retail stores selling outdoor equipment and clothing, manufacturers of these products, marketing and communications companies as well as national non-profits. By working together, perhaps using Naturally Boulder as a model, these businesses could better support one another, identify what makes Boulder a good place for them to do business, and articulate their needs and priorities.

Quick wins

- City, Chamber and businesses work together to conduct a survey of Active Living businesses:
 - Quantitative: Identify the cluster...size, scope and economic impact
 - Qualitative: Understand what makes Boulder a good place for them to do business, including a focus on the city's role.
- Creation of a leadership team to further pursue this idea

Future Actions

- Creation of a "cluster" group with priorities and an agenda, that advocates for particular outcomes, including better bicycling in Boulder.

Responsibilities

City:

- Scope a survey or other research mechanisms (Transportation, Economic Vitality) in conjunction with the Chamber and business leaders.
- Provide at least partial funding for the survey
- Bring together business leaders to facilitate initial stages of organization of the cluster

Chamber/Boulder Economic Council//Convention and Visitors Bureau

- Assist with outreach and research

Active Living Businesses:

- Lead the effort to catalyze an Active Living Business group

Section II: Partner Responsibilities

In this section, responsibilities of each of the many partners involved in the initiatives in Section I are broken out according to each partner. Note that there are some responsibilities in Section II that do not appear in Section I, because these are more general responsibilities that are not initiative specific. These general responsibilities for each partner are important to the overall success of the campaign to make Boulder the Bicycling Capital of the World.

City Council

- Instruct city departments to pursue department specific recommendations
- A city policy that supports bicycle recreation
- City Council provides leadership to city department to develop cycling facilities for recreation
- Formal support of the Bicycle Commuter Act
- Complete Streets Initiative
- Intra government committee
- Pass on hidden costs of driving (courts, etc)
- Congestion Pricing
- Increase parking fees
- Ballot measure to pay for alternative transportation initiatives
- Pressure DRCOG to create a citizen's committee
- Funding for bicycle initiatives that will help the city get to platinum
- Boulder Bike Brand (logo, great place for biking, etc) promoted to businesses, tourists, etc.

Transportation (City/ County)

- Literature/ technology review on existing options for bike on bus

- More bike racks at bus stops
- Input on EIS for Fast Tracks planning and vehicles to accommodate bikes
- Bike rental (Velolibe) at super stops
- Bike Service Stations/ Pre-fab Bikestations (with businesses)
- Sign and mark B360 route
- Identify major destinations off B360 and mark
- Add transit to GOBikeBoulder.net
- “Under 5 miles campaign”
- Build connections-
 - US36
 - SH 93 to Golden
 - SH 119 to Longmont
 - US36 to Lyons
 - Off street trails to Golden, Lyons and Longmont
- Charge city/county employees for parking
- Reimburse city/county for mileage
- Work with citizen groups on weekend road closures for recreation (also Police)
- Better, bigger Bike Week
- Support or Bike Service Stations
- Bike lanes on Canyon
- Bike Boulevard on Folsom

OSMP

- Build fully integrated trail system to allow quality MTB experience without driving
- Implement VMP
- City sanctioned off road bike races

Parks & Rec

- Repeal city park bike ban
- Purpose built biking facilities in city parks
- Include cycling facilities in VPP
- City sanctioned bike races on and off road
- Bicycling classes and teams through Parks & Rec
- Support large bicycle event (ride, not race) with closed streets (along with Police)

Planning

- Repeal downtown parking requirements for new construction
- Bike parking ordinance for existing development (if any permits or changes are granted, they must meet bike parking standards, like ADA)
- Bicycle Oriented Development Zoning Codes
- Better bike access and parking in new development
- Incentives for East Boulder businesses not to have seas of parking

BVSD

- School recognizes cycling officially with PE class, clubs and teams as an accredited sport
- PE program for bikes with bikes supplied, if needed
- BVSD bike curriculum
- Bike service stations in high schools and middles schools
- Repeal open enrollment
- Don't allow parents to drive children if they live with ½ mile of the school
- Bike Service Stations at schools

RTD

- 3-bike racks on wider buses
- All Fast track vehicles accommodate bikes in all corridors
- Retrofit rear door buses with hang up spaces for bikes
- Special B line bus
- Bike with transit technology development and incentives
- Improved service

DRCOG

- Allow citizen input to DRCOG process
- Create citizens' committee at DRCOG
- Fund initiatives that come out of the Bike Summit
- More funding for bike/ped projects

CDOT

- No action on US36- prioritize TDM and Alt. modes
- Build connections-
 - US36
 - SH 93 to Golden
 - SH 119 to Longmont
 - US36 to Lyons
 - Off street trails to Golden, Lyons and Longmont
- Fund initiatives that come out of the Bike Summit

Citizen Groups

- Involvement and support on all Bike Summit initiatives, including gathering citizen support to make these initiatives politically feasible
- Work to create citizen's committee at DRCOG
- Working toward weekend closure and car-free event

- Branding campaign to make cycling cool
- Better, bigger Bike Week (more community involvement)
- Environmental groups join in working to promote alt modes
- Hikers and bikers share trails and work together
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Businesses

- Bike rental (Velolibe) at super stops
- Pre-fab Bikestation
- Bike pools at businesses
- Incentives (cash out) for employees who don't drive
- Charge parking fees for employees who drive (East Boulder)
- Adopt Bike Service stations
- Better, bigger Bike Week (more business support)
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Other Policy

- Raise driving age to 18
- Amend state constitution to allow gas tax to be used for alternative transportation

Section III: Graphic Recorder Image from Bike Summit

