



## Sub-Committee Agenda

May 25, 2019

6:00 p.m. – 7:30 pm  
Brighton Recreation Center  
Room 102  
555 N. 11<sup>th</sup> Ave.  
Brighton, CO 80601

1. Call to Order/Roll Call	1 minute
2. Approval of Minutes (April 24, 2019)	1 minutes
3. Approval of Agenda/Changes to Agenda	1 minutes
4. Welcome Guests	1 minute
5. Police Department Representative (Commander Scott Wegscheider)	5 minute
6. Update on Full Moon Bike Ride	3 minutes
7. City Council and P.R.A.B. presentation for Bicycle Friendly Community application	20 minutes
8. Summerfest application	10 minutes
9. Bike to Work Day	10 minutes
10. Bicycle Friendly Business update	5 minutes
11. Communication w/27-J School District and Safe Routes to School	10 minutes
12. Sharing and handing out bike brochures (Brian Blehm)	3 minutes
13. Vacancies for Bike Brighton Sub-Committee	5 minutes
14. Social Media	10 minutes
15. Upcoming Events:	1 minutes
<b><u>Bike Brighton Meetings</u></b>	
• June 26, 2019	
• July 24, 2019	
• August 28, 2019	
<b><u>Calendar Dates and Events</u></b>	
• Summerfest June 1, 2019 - <b>Carmichael Park</b>	
• June 17, 2019 Strawberry Moon Ride @ 6:30 – <b>Benedict Park</b>	
• June 26, 2019 Back to Work Day 7:15-8:15am – <b>Benedict Park</b>	
16. Next Agenda Items	3 minutes
17. Adjournment	<u>1 minutes</u>
Total: 90 minutes	



**Members:** Chelsea Birdsall – Chair (PRAB Rep)  
Brian Blehm  
Brian Poteet  
Vacant (PRAB Rep)

Phil Doerner - Vice Chair  
Robert Eckelman (serving until filled)  
Vacant (Community Member)



City of Brighton  
Bike Brighton Sub-Committee  
April 24, 2019

AGENDA ITEM	DISCUSSION	ACTION
1. Call to order		Chelsea Birdsall called the meeting to order at 6:03pm
Roll Call	Members Present: Chelsea Birdsall, Brian Blehm, Brian Poteet & Robert Eckelman Members Absent: Phil Doerner (excused)	Motion was made by Brian Poteet to approve the March 27, 2019 minutes. Motion was seconded by Brian Blehm.  Vote: 4 – 0  Motion Carried
2. Approval of the minutes		Motion was made by Brian Poteet to approve the Agenda. Motion was seconded by Brian Blehm.  Vote: 4 – 0  Motion Carried
3. Approval of Agenda/Changes to the Agenda		Motion was made by Brian Poteet to approve the Agenda. Motion was seconded by Brian Blehm.  Vote: 4 – 0  Motion Carried
4. Welcome Guests	Kyle Sylvester – Open Space Manager filling in for Mark Heidt.	No Action
5. A Police Department Representative (Chris Delein – Police Officer)	N/A	No Action
6. Update on Full Moon Bike Ride	Recap on Pink Moon & Holy Week Saturday Ride <ul style="list-style-type: none"> <li>• Great turnout with 28 riders, 32 with Mark Humbert Alisha and Gary.</li> <li>• Necessity to utilize bike lanes on rides. Incident with child making left hand turn into traffic.</li> <li>• Communication with Police Department has been</li> </ul>	No Action

	<p>occurring and they could not make the ride due to prom took precedence over bike ride.</p> <ul style="list-style-type: none"> <li>• Awarded plaques to recent and former commissioners</li> </ul> <p>Brian Blehm will go over presentation and powerpoint at the Parks and Recreation Advisory Board.</p> <ul style="list-style-type: none"> <li>• Asked for a resolution to become a bicycle friendly community.</li> <li>• Study session focused on resolution and ordinance.</li> <li>• Need for in-house changes that need to happen.</li> <li>• Robert speaking on "Why is it good for Brighton" Sell it!</li> <li>• Brian – how to make bicycling in Brighton more attractive for families.</li> <li>• How does it impact the entire community?</li> <li>• Involve 27J safe routes to school</li> </ul>	<b>No Action</b>
7. Bicycle Friendly Community Application pinpoint progress presentation		
8. Summerfest application and 2019 even calendar discussion and signup	<p><u>Summerfest Signup</u></p> <p>Phil – depends on his availability</p> <p>Brian – available to cover morning shift</p> <p>Chelsea &amp; Robert - may cover after noon</p>	<b>No Action</b>
9. 2019 Goals and Objectives	<p><u>2019 Goals and Objectives</u></p> <ul style="list-style-type: none"> <li>• Complete and submit the Bicycle Friendly Community application</li> <li>• Bridging the gap with 27J School District</li> <li>• Fill the vacancies on the Bike Brighton Sub-committee</li> <li>• Continue working with law enforcement</li> <li>• Getting Brighton City Council behind becoming a Bike Friendly Community</li> </ul>	<b>No Action</b>
10. Bike Friendly Business Discussion	<p>Bring a list of business that can potentially be bike friendly. (Home work for members)</p> <p>Brian B. to bring al list of business in town and have members give information on bike friendly businesses.</p>	<b>No Action</b>
11. Bike to Work Day	<p><u>Bike to Work Day</u></p> <p><u>June 26<sup>th</sup>, 2019</u></p> <ul style="list-style-type: none"> <li>• Station at Benedict Park</li> <li>• Possibility of breakfast burritos and Starbucks donation</li> <li>• What are the time slots?</li> <li>• May 18<sup>th</sup> Bike Ride</li> </ul>	<b>No Action</b>
12. Upcoming Events		

13. Next Month's Agenda Items	<ul style="list-style-type: none"> <li>• June 26<sup>th</sup> Meeting</li> <li>• Take missing links trails off agenda</li> <li>• How to communicate with 27J and safe routes to school</li> <li>• Bike to Work Day</li> <li>• Brian B. - Sharing handing out new brochures</li> <li>• Vacancies for Bike Brighton Sub-committee and will advertise on social media.</li> </ul>	No Action
14. Adjournment		<p>Motion was made by Brian Blehm to adjourn the meeting at 8:10 pm. Motion was seconded by Brian Poteet.</p> <p style="text-align: center;">Vote 4 – 0</p> <p style="text-align: center;">Motion Carried</p>



# **2019 Bike Brighton** **Sub-committee Goals** (April 2019 – March 2020)

- Complete and submit the Bicycle Friendly Community Application.
- Bridging the gap with 27J School District.
- Fill the vacancies on the Bike Brighton Sub-committee.
- Continue working with law enforcement.
- Getting Brighton City Council behind becoming a Bike Friendly Community.



## Stronger together: BikeDenver finds new home within Bicycle Colorado

1 message

Pete Piccolo <pete@bicyclecolorado.org>  
Reply-To: Pete Piccolo <pete@bicyclecolorado.org>  
To: Mark <mheidt@brightonco.gov>

Mon, May 13, 2019 at 10:04 AM

[View this email in your browser](#)



**Mark,**

I'd like to share some exciting news with you: Bicycle Colorado and BikeDenver are merging. Starting today, the work we've been leading in Denver since 2015 will be known as the [Bike Denver Initiative](#), and BikeDenver's executive director, James Waddell, will be joining our staff as mobility programs director.

One of our goals at Bicycle Colorado is to ensure Denver takes its place among other benchmark cities in the nation for riding bikes, including other Colorado communities that are leading the way. Merging with BikeDenver allows for expanded programming in the city and amplifies the voice of Denver bicyclists. Joining forces with BikeDenver will maximize our impact.



Our ultimate goal as an organization remains unchanged: to make Colorado the undisputed number one state in the nation to ride a bicycle. We remain steadfast in our commitment to state-level advocacy, which includes supporting

grassroots advocates across Colorado to catalyze and accelerate work in their communities. In just the last three months we have taught Bicycle-Friendly Driver courses across the state; spent time speaking with advocates in Trinidad, Glenwood Springs and Grand Junction to learn about local bike issues; worked with Colorado Parks and Wildlife on newly-implemented fees for bicyclists on the Western Slope and much more.

The lessons we learn and the successes we achieve in Denver will help us strengthen our statewide work. In the next few months, you'll see exciting new projects from our Bike Denver Initiative. In addition to continuing our leadership of the Denver Streets Partnership, you'll see us:

- Challenging the city to adopt a complete streets policy.
- Initiating a two-year effort to increase biking on the city's seven Active Bike Corridors, work that has already begun with our ABC Program Manager Ashley Lorenz.
- Launching a new neighborhood navigator program, a "bike-hailing" service for those who want to get out and ride but would benefit from a helping hand on their first ride or two. James will be leading this program.
- Building on the education programming Bicycle Colorado and BikeDenver have offered in Denver.
- Continuing work to accelerate the expansion of Denver's bike network, including protected lanes.

When the state's capital leads the way on bike-related issues, all of Colorado benefits.

For more information on what we've been up to in Denver and what's to come from the Bike Denver Initiative, please visit the new [Bike Denver Initiative page](#) of our website. Consider this your resource to stay apprised of what's happening in Denver.

And, of course, if you have any questions, please reach out by replying directly to this email.

Together, we're making Colorado a better and safer place to ride. Thank you, Mark, for your continued support.



Pete Piccolo

5/13/2019

City of Brighton Mail - Stronger together: BikeDenver finds new home within Bicycle Colorado

## Executive Director, Bicycle Colorado

We envision a Colorado where riding a bicycle is *always* safe and convenient for *everyone*, where bicycling is the *top choice* for recreation and everyday trips, and where the benefits of bicycling are experienced and valued by *all* people in our state.



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There's been a strategic breakthrough on the front lines of the American bike wars: This week, the Boston suburb of Cambridge mandated that protected cycling lanes be installed on all streets that are slated for reconstruction under existing city plans.

Passed by the city council on April 8, the ordinance appears to be the first of its kind in the U.S., and allows Cambridge—a dense university town that already has an unusually high share of bike commuters—to ascend into the ranks of the most progressive bicycling cities in the country. Local law now requires the city to erect vertical barriers between cyclists and cars on any roadway that's rebuilt, expanded, or reconfigured if it's part of the proposed 20-mile network of separated lanes known as the Cambridge Bicycle Plan. Only in "rare circumstances" where the city manager must cite physical or financial restraints will there be exceptions.

This doesn't mean that pylons and planters will erupt in the streets around Harvard overnight. Permanent, protected lanes will only appear as the city advances those planned upgrades, which could mean that progress moves slowly. As *Cambridge Day* reported, last year the city only built one mile of new protected bike lanes.

But advocates intend to keep pushing to city to implement infrastructure plans more quickly, said Sam Feigenbaum, a volunteer with Cambridge Bicycle Safety. The activist group had been working with the city council and the city manager since 2017 to build support for the new ordinance.

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## **The ordinance gives teeth to Cambridge's existing bike plan.**

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"Increased bicycle use is most appropriate in our city, which is the fourth-densest city in the country," said city councillor Dennis Carlone in a statement. "This emerging way of travel promotes personal health, a cleaner environment, and even greater retail sales."

By passing a law that mandates bike protections, rather than administering a policy that merely calls for them, the city has created politically strategic armor to shield its transportation objectives from detractors. Before, when a street slated for cycling protections came up for reconstruction, "a noisy minority of folks would complain, and the city would slide back on its commitment to putting in that lane," said Feigenbaum. (Yes, "bikelash" exists even in arch-progressive college towns.)

## RECOMMENDED



### Watch Bike Advocates Vent About the Silliest Anti-Bike Lane Arguments

[LAURA BLISS](#)

MAR 15, 2019



### How to Kill a Bike Lane

[MATT TINOCO](#)

MAY 8, 2018



The ordinance gives teeth to the city's existing bike plan. First, it protects it from the whims of future elected leaders who might not share its vision. And, when business owners and residents try to hold back new cycling infrastructure, officials can override them by pointing to the law and save themselves political capital that they'd otherwise risk. Similar logic applies to [California's SB 50, a proposed law that would preempt exclusionary local zoning codes in certain parts of communities](#), in order to allow for more housing development. It, too, is designed in part to insulate local leaders from the political pressure that "Not In My Backyard" groups are good at creating.

So far, in Cambridge, there hasn't been much protest against the new ordinance. According to the results of Cambridge's biannual survey, some 60 percent of residents say they want more protected bike lanes. But the ordinance may be replicable even in cities without the same level of existing enthusiasm for cycling, Feigenbaum said: "It's tied to street construction, which is something cities need to do whether or not they're putting in bike lanes. And the cost is basically sunk."

But [cycling protections can yield major safety benefits](#) that draw more commuters to the saddle, research has demonstrated. And—despite the often ferocious objections from business owners—they also seem to be [good for business on the whole](#). Cambridge's political investment may be small, but it could yield big rewards.

## About the Author



### Laura Bliss

🐦 [@MSLAURABLISS](#) / 📡 FEED

[Laura Bliss](#) is CityLab's west coast bureau chief, covering transportation and technology. She also authors MapLab, a biweekly newsletter about maps ([subscribe here](#)). Her work has appeared in the *New York Times*, *The Atlantic*, *Los Angeles* magazine, and beyond.