

Statement from Police Services

September 6, 2025

Members of Police Services took the opportunity to engage with FC Moves, community advocates, and residents to discuss micromobility use in our city. In addition to these valuable conversations, we've reviewed national data, examined local trends, met with benchmark cities, and considered how current conditions align with our city's Vision Zero commitments and continue to keep Fort Collins safe and thriving. Since January, members of Police Services have spent time both biking and driving throughout the city and have directly observed multiple situations and broke our observations and discussions into five categories.

1. Safety

- Officers are observing frequent unsafe and unlawful micromobility behaviors.
- Speed differentials, limited maneuverability, and lack of stopping power increase crash risk.
- Many riders lack essential safety equipment (e.g., lights, helmets).
- National and local trends through emergency room data show an increase in injuries and fatalities associated with micromobility use.

2. Infrastructure

- Current infrastructure is not adequately designed to support safe micromobility use.
- Physical changes (e.g., protected lanes, signage) could reduce risk and align with Vision Zero.
- Shared use of paved trails and streets presents challenges without clear design standards.
- Designate roads where micromobility is not allowed (Old Town, certain speed corridors, etc.).

3. Education & Outreach

- Outreach for this innovative program is essential but has some challenges, especially with new users (e.g., students/growing city). Collaboration with CSU, PR-1, and other groups could increase the safety and benefits to micromobility.
- Messaging must be consistent across departments and community partners.
- Responsibility for education and ongoing resource needs must be clearly defined.

4. Enforcement & Legal Considerations

- Additional resources may be needed to enforce laws and manage compliance.
- Legal clarity is needed on recourse for motorists involved in crashes where uninsured micromobility users strike their vehicles or injure other pedestrians/micromobility users.
- Equipment violations and rider behavior often go unaddressed due to resource constraints.

5. Program Management & Implementation

- Successful programs require clear oversight, stakeholder collaboration, and data-driven adjustments.
- Cities introducing micromobility often face a rise in crashes during early rollout. Creating/enhancing physical infrastructure (protected lanes) will help further the goal of Vision Zero.
- Stronger planning and phased implementation can help mitigate risks and align with safety goals.