

## BICYCLE ADVISORY COMMITTEE

### TYPE OF MEETING –REGULAR

November 28, 2022, 6:00 p.m.

Hybrid Meeting – Zoom and 281 North College Avenue, Fort Collins, CO

## 7. NEW BUSINESS

### a. Vision Zero Action Plan – Rachel Ruhlen

Rachel Ruhlen, FC Moves, provided a summary of Vision Zero which aims for no traffic deaths or serious injuries via a safe systems approach that places responsibility on individual road users as well as on planners and policy makers to prioritize safety in designs and policies. She noted speeding is at the heart of Vision Zero. She also commented on the Safety in the City report which summarized crash and injury data in the city.

Ruhlen discussed the strategies utilized in the Vision Zero plan noting they are primarily focused on vulnerable road users. She noted redundancies are built into the strategies as the only layer of traffic safety currently is enforcement. She outlined the strategies prioritized by the technical advisory committee.

Dangerfield asked what entities were represented in the technical advisory committee. Geary replied Bike Fort Collins, Police Services, Safe Kids of Larimer County, Larimer County, CDOT, UC Health, Traffic Operations, and CSU were represented.

Ruhlen noted the prioritized strategies could still shift depending on input received from Boards and Commissions. She shared a Miro board with the members and outlined the strategies currently identified as being transformative, including review and revise standards and policies that are roadblocks to Vision Zero and include Vision Zero analysis as part of the planning process for all infrastructure projects.

Allison asked for an example of such a policy. Ruhlen replied there is a document called the Manual on Uniform Traffic Control Devices (MUTCD) that comes out at the federal level which is full of standards such as the number of people that must use an intersection before a crosswalk or pedestrian signal is installed, which is somewhat of a backward way of thinking. She noted that document is just guidance; however, it tends to be used as if it was the law.

Chair Williams asked about the current status of the input process. Ruhlen replied the Transportation Board has already weighed in and stated staff is fairly confident in the list of strategies and which ones are transformative; however, staff is still seeking feedback and there is room for additional strategies. She requested input prior to December 3<sup>rd</sup> and noted the hope is for plan adoption in the spring.

Krause suggested it may be worth calling out the MUTCD specifically given it is

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heavily relied upon.

Dixon stated the MUTCD recently went through a revision and updating process and noted the NoCo Bike and Ped Collaborative submitted feedback. He asked how often the document is revised and whether signage could be placed in the Colorado state supplement. Ruhlen replied there was more input received on the MUTCD revision than ever before and most pointed to its negative impact on safety. She stated it seems the update is going forward; however, there is recognition the manual needs to be fully revised. She stated it has been updated every ten years in the past.

Dixon commented on the MUTCD Colorado supplement which includes things like motorists must give cyclists three feet of clearance. He noted that item is not included in the federal document.

Ruhlen discussed the support mode shift goal and associated strategies, including increased transit frequency.

Chair Williams commented on prioritizing trail investments to promote trails for transportation as a complement to recreation-focused trails.

Boiarsky commented on prioritizing separation between motorized and non-motorized vehicles either with physical barriers or much more space. Ruhlen replied that is somewhat included in the design for safer speeds in multi-modal places category. She also noted the Active Modes Plan is part of that category.

Krause advocated for the Active Modes Plan to be included in both categories.

Allison asked if advocating for lower speeds is included. Ruhlen noted there is a category related to designing streets to target speeds. Geary noted the MUTCD sets out speed limit guidelines; however, many cities have adopted their own guidelines.

Ruhlen commented on the category related to testing solutions that do not have large cost or time commitments by using temporary and quick-build treatments such as paint and flexible bollards that can easily be changed. Peyronnin cited the example of using a quick solution at Remington and Stuart. Hansen commented on the use of quicker solutions for projects on campus.

Boiarsky asked if the emphasis is on non-infrastructure changes for this strategy. Ruhlen replied in the affirmative. Boiarsky suggested changing the language to read 'test temporary, inexpensive, non-infrastructure based changes.' Geary noted the item does reference infrastructure; however, it is temporary. Chair Williams suggested showing images of examples and noted having policies around quicker implementation could be important.

Ruhlen commented on the category related to increased data transparency and

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partnerships and associated transformative strategies including creating a Vision Zero program with designated staff to apply a safety lens to all planning, design, and resource allocation and developing an annual report analyzing fatal and serious injury crash data and provide dashboard data on the City's website, which is underway.

Boiarsky commented on the need for an associated push strategy that will help with attitude leaders and social change. He noted the publishing of the data is more of a pull strategy.

Chair Williams stated there have been struggles in the past with reporting near misses and near crashes versus the police report data. He commented on the North Front Range Metropolitan Planning Organization tool and Access Fort Collins that can be used to report those and stated the data needs to be compiled in a proactive rather than reactive manner.

Krause commented on the possibility of a City staff realignment to create a long-term culture of embracing and supporting Vision Zero rather than having dedicated Vision Zero staff. Ruhlen commented on the assignment of key stakeholders, primarily City departments, to each strategy. She noted Traffic is the lead for most items and commented on the importance of interdepartmental collaboration.

Ruhlen discussed the last category related to centering on equity and its associated transformative strategies including prioritizing projects and routine maintenance in historically underserved communities and engaging historically underserved communities in participatory budgeting to determine infrastructure priorities. She discussed the strategy related to automated traffic enforcement noting Police Services expressed concern due to the limiting constraints of automated speed enforcement.

Chair Williams suggested pivoting that strategy more toward education. He cited the signs that indicate a driver's speed which seem to help lower speeds. He concurred with the strategies related to underserved communities but noted there are challenges in actually achieving those goals.

Chair Williams announced an upcoming Vision Zero webinar and recommended a book called *There Are No Accidents*.