

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

October 19, 2022, 6:00 p.m.  
Virtual Meeting Via Zoom

#### FOR REFERENCE:

Chair:	Indy Hart
Vice Chair:	Cari Brown
Council Liaison:	Emily Francis
Staff Liaison:	Aaron Iverson

### 1. CALL TO ORDER

Chair Hart called the meeting to order at 6:00 PM.

### 2. ROLL CALL

#### BOARD MEMBERS PRESENT:

Indy Hart, Chair  
Cari Brown, Vice Chair  
York  
Jerry Gavaldon  
Rob Owens  
Jess Dyrdaahl  
Nathalie Rachline  
Ed Peyronnin

#### CITY STAFF PRESENT:

Seth Lorson

#### PUBLIC PRESENT:

James Burtis

#### BOARD MEMBERS ABSENT:

Stephanie Blochowiak

Members introduced themselves to new member Ed Peyronnin and he discussed his work history and interest in transportation.

### 3. AGENDA REVIEW

Iverson stated there were no changes to the published agenda.

### 4. CITIZEN PARTICIPATION

None.

## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

---

#### 5. APPROVAL OF MINUTES – SEPTEMBER 2022

Gavaldon made a motion, seconded by York, to approve the minutes of the September 2022 meeting as amended to clarify a comment by Rachline and to make changes suggested by York. The motion was adopted unanimously with Peyronnin abstaining.

#### 6. UNFINISHED BUSINESS

None.

#### 7. NEW BUSINESS

##### a. North College MAX Bus Rapid Transit Study – Seth Lorson

Seth Lorson, Transit Planner, stated the main purpose of this project was to create a plan to extend the MAX line to North College Avenue while also looking at improving bicycle and pedestrian connections and encouraging transit-oriented development. He noted the section of road was identified in the 2019 Transit Master Plan as a place for expansion of the MAX bus rapid transit line. Additionally, creating a plan for North College Avenue is consistent with several other City strategies and policies, including Our Climate Future and equity and inclusion goals.

Lorson discussed the three phases of development of the plan and provided information on the equity and engagement working group which was formed at the beginning of the process. He outlined the outcomes of the public involvement process and discussed the recommendations, including having a phased implementation of the plan. He stated the near-term recommendations include placing the MAX on North College Avenue in existing travel lanes at 15-minute headways with a turnaround on the Willox roundabout, creating new bus stops that are coupled at signalized intersections, removing route 81, retaining route 8 at 30-minute headways, creating an innovation zone of micro-transit in areas that are not as close to transit corridors, creating protected bike lanes on North College Avenue, creating a parallel low-stress network, and creating a shared-use path on the west side of North College Avenue north of Hibdon.

Regarding land use, Lorson stated the Transit Master Plan and this plan identify what residential densities and related employment would correlate with certain transit services. He stated there is a recommendation to create a transit-overlay zone to reduce parking requirements and provide incentives for higher-density and affordable housing developments. Additionally, Lorson noted the Master Street Plan will be amended as it currently shows North Mason Street going through the North College Mobile Home Park.

Gavaldon asked if there is data on the groups visited and surveyed as part of the public outreach, specifically whether the Tres Colonias community was contacted. Lorson replied one of the plan appendices lays out the specifics about which groups were surveyed and Tres Colonias neighborhoods were engaged, per Gavaldon's earlier

## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

---

suggestion.

Rachline suggested route 8 headways should be more frequent than 30 minutes given the services along Blue Spruce. Lorson noted that is recommended to be more frequent as service builds in the area.

Gavaldon commented on heavy truck traffic along North College Avenue and suggested including trucks in the graphic to help illustrate the need for a protected bike lane.

Lorson stated the conditions in the area will be examined to help trigger the mid-term improvements, including higher bike ridership, increased traffic stacking at intersections, higher population density, or a CDOT project. He stated the mid-term recommendations for transit include creating a business access transit (BAT) lane, increasing the frequency of the MAX and route 8 to 15-minute headways, creating a new turnaround at Terry Lake Road, creating a mobility hub potentially in partnership with the URA at the former Albertson's location, and expanding the sidewalk to a 12-foot wide shared path.

Rachline noted the near-term recommendation already stated 15-minute headways for the MAX line. Lorson replied the change between the near-term and mid-term improvements is the formation of the BAT lane. He stated increasing frequency would result from increased ridership that would justify the investment. Rachline commented on the need to invest in an attractive level of service to help increase ridership.

Fehr and Peers, commented on the plan includes a threshold related to the area's population and employment in addition to the ridership threshold. He also commented on the current driver shortage as being a challenge.

Rachline asked about micro-transit plans and whether they are considering Easy Mile type options. Lorson replied staff does not have an exact plan yet; however, on-demand micro-transit is becoming more popular whether the vehicles are autonomous or not. He stated the intention is to provide the service for people outside the transit corridors and currently, monies have been sought to create a pilot and plan for micro-transit service for all areas identified in the Transit Master Plan.

Gavaldon concurred with Rachline's comments regarding providing adequate service prior to expecting increased ridership, particularly noting the population along North College is not as dense as farther south.

Per an inquiry from Gavaldon, Lorson provided additional details on the parallel low-stress network and realignment of North Mason Street. He noted much of the parallel network will happen through redevelopment rather than through capital projects.

York suggested it would make sense to plan for a transit connection for transit moving between Fort Collins and Wellington as that could be a prime corridor for regional transit. Lorson noted that route is also identified in the Transit Master Plan as a regional route. York also commented on the likelihood of the corridor also being utilized by cyclists.

## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

---

Lorson went on to review long-term strategies of the plan, including increased frequency to match with the Mason Street MAX line to allow for one-seat rides. He noted the long-term goals primarily relate to the success of the plan and transit and residential/employment growth in the area. He went on to discuss the plan adoption process and timeline.

Chair Hart commended the overall concept, specifically the phased implementation that is triggered based on certain criteria.

Gavaldon expressed concern about some typos and misrepresentations in the appendices and commented on the need to keep the MAX system running consistently across the entire network. Additionally, he expressed concern some of the graphics do not accurately represent the true movement of vehicles and traffic patterns, particularly as they do not include semi-trucks. He stated he sees this as a very long-term plan and offered lukewarm support.

Rachline stated the lack of a one-seat ride does not adequately link North College to the rest of the community. Additionally, she questioned what type of recommendation the Board may be making and what it would mean for Council. Lorson replied the adoption of this plan by Council indicates the City is in support of expanding the MAX to North College and making the additional improvements included in the plan. That adoption will also situate the City to be competitive for grant financing. He discussed the analysis done on interlining the two MAX services. Fehr and Peers noted the analysis showed the one-seat ride will occur once the area gets to the point where it can generate similar productivity to the other portions of the MAX corridor. He acknowledged the desire to see that happen sooner but stated it comes down to cost and available resources.

Rachline stated the one-seat ride is a question of priority and the suggested approach is not logical.

Chair Hart noted there was some discussion in the chat about the Planning and Zoning Commission's review of this plan at a recent work session.

York asked about the planned realignment of North Mason Street noting it shows the route going through an existing business and potentially the rear of the Lyric. He suggested including more details in the presentation moving forward so as to decrease consternation regarding the details of what may be displaced. Lorson concurred and noted the Master Street Plan is typically implemented with the development and redevelopment of property rather than with capital projects to construct new roadways.

Owens commended the phased implementation of the plan and expressed concern the implementation of a one-seat ride immediately without dedicated bus lanes may end up being a detriment to the Mason Street MAX line.

Lorson commented on the recent Planning and Zoning Commission work session discussion. He stated the Commission commended the plan and discussed how

## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

---

development in the area can be encouraged.

Iverson noted the Board has made formal motions captured in the minutes for these types of action items in the past and has also written letters directly to Council.

Dyrdahl asked if there is any part of the plan that will reimplement route 81 in conjunction with the rapid transit plan. Lorson replied that was not one of the recommendations; the recommendation is to increase the frequency of route 8 and the North College MAX to 15-minute headways.

York noted this item is not going before Council with a formal vote until February and asked if a motion by the Board is needed now. Lorson requested that action as staff does not anticipate many changes to the plan between now and then and having a schedule is valuable for the North College community which has requested the implementation of this plan.

Gavaldon commented on the Planning and Zoning Commission relying on the views of the Transportation Board. He stated he would prefer to wait on making a motion, but stated he would vote in support with severe reservations due to a weak presentation that needs additional detail and improved graphics.

Chair Hart stated he supports the plan going before Council as written and has no reservations. He stated he would prefer to see some action start to occur rather than having additional discussion.

York asked about the normal lifespan of plans and how often they get revised. Lorson replied a typical subarea plan would be updated every ten to twenty years and this plan is more of a transportation plan that should be implemented with additional necessary details that emerge over time.

Rachline commented on the possibility of a motion that could indicate support for moving forward with the process though she does not necessarily support the plan's current design.

Chair Hart made a motion, seconded by York, to approve the direction in which the plan is moving and that the Board approves of the concept and considerations but would like to see additional detail and attention given to the points included in these minutes if desired when taken to Council.

Dyrdahl commended the phased implementation of the plan and supported the general direction. She noted there will be few changes to the plan and stated there may not be any new information presented to the Board in January that will change any motion made today.

Chair Hart withdrew his original motion and proposed smaller sets of motions.

Chair Hart made a motion, seconded by Owens, that the Transportation Board approves this plan as presented to be presented to Council.

## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

---

Gavaldon suggested stacking motions is not the proper procedure. Chair Hart disagreed and stated having dissenting votes is not improper.

The vote on the motion was as follows: Yeas: York, Peyronnin, Dyrdaahl, Brown, Owens and Hart. Nays: Gavaldon and Rachline.

THE MOTION CARRIED.

Chair Hart made a motion, seconded by Rachline, that the implementation of the phased plan in the short-term, mid-term, and long-term needs reevaluation. Yeas: Peyronnin and Rachline. Nays: Gavaldon, York, Brown, Owens, Hart and Dyrdaahl.

THE MOTION FAILED.

Gavaldon thanked Lorson and Fehr and Peers for their work.

Rachline suggested having Drew Brooks involved in future transit-related conversations.

## 8. BOARD MEMBER REPORTS

Dyrdaahl reported on a recent visit to CSU by the Utah State student government and their trip with ASCSU students on the MAX to Pueblo Viejo. She noted many of the CSU students hadn't previously taken the MAX.

Owens discussed light phasing at Prospect and Shields that leads to left-turn backups. He also commented on the Transfort bus driver shortage and questioned how marketing is occurring, noting it does not show up within the first few listings when searched on Indeed.com (a job listing site).

Peyronnin expressed appreciation for the hard work and deep consideration of issues by the Board.

Gavaldon reported on the last Planning and Zoning Commission work session during which the Active Modes Plan, North College MAX, 15-Minute City Analysis, and 1041 regulations were discussed. He also commented on a Coloradoan article about what to do in the case of an E-bike accident and announced a bike-in movie event at the Museo de las Tres Colonias.

Vice Chair Brown reported on attending the Poudre School District Leadership Program and recent visit to the transportation building. She noted PSD is having a bus driver shortage as well.

Peyronnin reported on work being done by the Campus Bicycle Advisory Committee and City Bicycle Advisory Committee to address the recent Colorado safety stop law in terms of education, enforcement, and data collection.

Rachline reported on debris in bike lanes.

York reported on seeing cleaner bike lanes and stated he did recently see a street sweeper in bike lanes on Laporte Avenue near Poudre High School. He requested a

## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

---

future report on the I-25 construction and Poudre Trail connection. He noted Winter Bike to Work Day has been moved to February 10<sup>th</sup>. He commented on his experience riding the United Airlines bus from the Fort Collins Loveland Airport to the Denver Airport and commented on articles he sent to the Board regarding facilitating fewer trips between Cheyenne and northern Colorado and on making a mode shift to transit a priority.

Rachline commended the agenda only having one topic which helps the Board stay on time with its discussions.

Chair Hart reported on seeing some clear bike lanes and some needing attention, particularly related to debris from accidents. He noted tow truck drivers are supposed to be collecting that debris and suggested more outreach may need to be done in that regard. He also commented on a near accident he had on his bicycle and stated he has reached a point where he has lost faith in his ability to use Transfort citing delays and a lack of reliability.

Gavaldon suggested the Board receive a presentation from Drew Brooks regarding the bus driver shortage.

## 9. OTHER BUSINESS

### a. Bicycle Advisory Committee Report

York reported on the recent BAC meeting during which the North College MAX plan, Vision Zero Action Plan, and a Safe Streets for All Grant were discussed. Iverson noted the grant was safety-focused and will go toward intersection improvements that are aligned with the Active Modes Plan. Additionally, he noted the Vision Zero Plan is set to be discussed by this Board next month.

### b. City Council 6-Month Calendar Review

Iverson reported Council will be discussing the 15-Minute City Analysis and the Active Modes Plan at its next work session and will soon be discussing the budget, Active Modes Plan adoption, Vision Zero, sustainable funding sources, and the North College MAX plan.

### c. Staff Liaison Report

None.

Chair Hart commended Gavaldon's attention to details and data and stated the debate and discussion only aims to improve transportation in Fort Collins.

## 10. ADJOURNMENT

The meeting adjourned at 9:00 p.m. by unanimous consent.