

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

April 16, 2025, 6:00 p.m.

Online Via Zoom or In-Person at 281 North College

#### FOR REFERENCE:

Chair:	Ed Peyronnin
Vice Chair:	Alexa Nickoloff
Council Liaison:	Susan Gutowsky
Staff Liaison:	Melina Dempsey

#### 1. CALL TO ORDER

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

#### 2. ROLL CALL

##### BOARD MEMBERS PRESENT:

Ed Peyronnin, Chair  
Alexa Nickoloff, Vice Chair  
James Burtis  
Lourdes Alvarez  
Emily Felton  
Amanda Finch  
Ryan Noles  
Michael Hooker  
David Baker

##### CITY STAFF PRESENT:

Rachel Ruhlen  
Brad Buckman  
Dana Hornkohl

##### PUBLIC PRESENT:

None

##### BOARD MEMBERS ABSENT:

None

#### 3. AGENDA REVIEW

Chair Peyronnin stated there are no changes to the published agenda.

#### 4. PUBLIC PARTICIPATION

None.

## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

---

#### 5. APPROVAL OF MINTUES – MARCH 2025

Alvarez made a motion, seconded by Finch, to approve the March 2025 minutes to be amended with a missing name. The motion was adopted unanimously with Hooker, Noles, and Vice Chair Nickoloff abstaining.

#### 6. UNFINISHED BUSINESS

None.

#### 7. NEW BUSINESS

##### a. New Board Member Introductions

Chair Peyronnin welcomed new members Michael Hooker and Ryan Noles. Members introduced themselves and commented on their interest in transportation issues. Dempsey also introduced herself and discussed her history and interest in transportation. Members commended Dempsey on her work as the staff liaison.

##### b. Transportation Capital Improvement Program – Brad Buckman and Dana Hornkohl, Engineering

Brad Buckman, City Engineer, stated the transportation capital improvement (TCI) is a tool that prioritizes the various transportation infrastructure investments as outlined in various plans, including the Active Modes Plan, the Transportation Capital Projects Prioritization Study, and the Strategic Trails Plan, using criteria aligning with the City's strategic goals and objectives. He outlined project goals and deliverables, noting safety is the top priority and Vision Zero is a fundamental goal, alignment with the Active Modes Plan and Strategic Trails Plan is a goal, and project planning and execution aims for better environmental outcomes by decreasing congestion and supporting mode shift. Additionally, he noted projects include aspects of community, equity, the environment, and future BRT planning.

Buckman stated the TCI is a cornerstone of the 15-minute city planning efforts and discussed how the TCI aligns with various other Council priorities and strategic objectives. He also discussed TCI alignment with community goals, including eliminating fatal and serious injury crashes by 2032, encouraging the shift to active modes, strengthening underserved communities, improving resiliency, and supporting community centers. Buckman stated TCI is an interactive and GIS based tool that is both flexible and dynamic and able to adjust based on evolving grant programs and funding.

Dana Hornkohl, Capital Projects Manager, stated the goal of the TCI dashboard is to take the projects that have come out of various plans and compare them to six evaluation criteria to prioritize them, with the criteria including safety, reducing greenhouse gas emissions, considering the health equity index, regional significance

## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

---

and alignment, synergy with other projects, and community benefits.

Hornkohl discussed the dynamic tool used to prioritize projects based on the aforementioned criteria. He noted the high injury network was identified as part of the Vision Zero plan, and as that plan is updated, the high injury network will be updated, and that is the primary scoring mechanism for safety for these projects.

Hornkohl discussed the weighting scheme utilized for the criteria which was primarily developed by benchmarking projects based on stakeholder input from Traffic Operations, FC Moves, long-range planning within Planning, Development, and Transportation, and Engineering. He noted the weighting scheme can be easily changed based on grant opportunities. He stated the online tool shows the projects table, scoring data, and a map of the projects, and he detailed the Shields Street protected infrastructure projects.

Chair Peyronnin noted roundabouts are safer than traditional signalized intersections and asked why they are not utilized more often. Buckman replied roundabouts are a primary mechanism for new projects; however, right-of-way acquisition, cost, and traffic counts must be considered. He noted there are plans for a protected roundabout at Elizabeth and Overland Trail and a two-lane roundabout at Carpenter and Timberline. He stated staff does appreciate the solution of roundabouts as it gets closer to the Vision Zero goals.

Chair Peyronnin noted state of Virginia research indicated the cost of a roundabout intersection is about half that of a conventional signalized intersection once fatalities and insurance are factored in.

Felton asked how the Board can support roundabouts being the default choice. Buckman replied the Board can continue to provide memos to Council and stated the City does try to implement roundabouts as much as possible.

Members discussed various areas of the city that require safety improvements, particularly the Harmony corridor. Buckman noted the arterial road network is synonymous with the high injury network.

Buckman noted the Community Capital Improvement Program tax dollars are indispensable to this program. Additionally, he noted the tax is up for renewal in November. He commented on the Transportation Capital Expansion Fee which requires developers to pay into the system.

Staff noted the online tool will be part of an overall capital project delivery map, which is intended to be a one stop shop for all capital projects. Additionally, it was noted the tool will be adopted by Council at the May 20<sup>th</sup> meeting.