

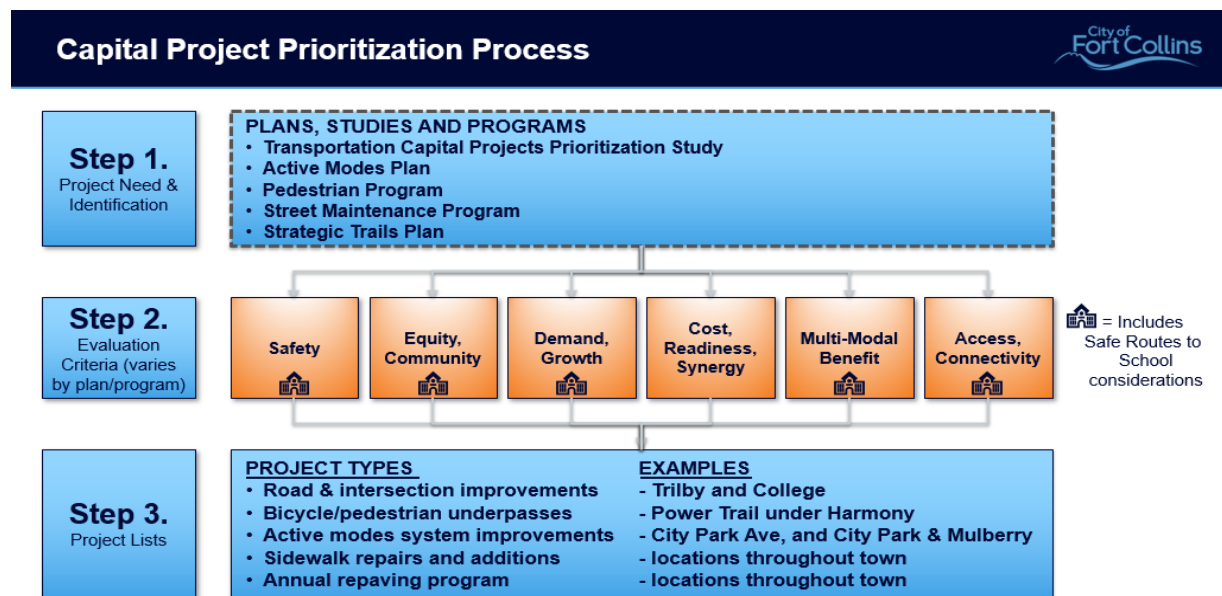
Advancing a 15-minute City by Accelerating our Shift to Active Modes

Multiple departments and funding sources are necessary to implement the Active Modes Plan and Vision Zero Plan, with an emphasis on Safe Routes to School

1. Highlight the connection and prioritization of Safe Routes to School in Active Mode Investments and Programs:

- Description: Investing in city-wide active mode infrastructure and programs supports all users including youth walking and biking to and from school. Active mode investments and programs also align and further the City’s Vision Zero and Our Climate Future plans. Active mode investments are currently prioritized based on multiple factors including proximity to schools, degree of safety concerns and neighborhood demographics. The proceeding graphic summarizes PDT’s process for prioritizing capital projects. The beginning stage includes an evaluation of all plans, studies and programs in order to identify projects and assess needs. This initial list of projects is evaluated based on similar criteria. There is some variation in the specifics based on factors such as project type and funding source.

All criteria include Safe Routes to School from various perspectives including safety, equity, demand/growth, multi-modal benefit and access. For example, if a project scores high on safety AND it is on a school route, the project would receive more points. Once the evaluation is complete, projects are organized into their most relevant program for funding and work planning. Larger scale, community impact projects such as Road and Intersection Improvements are captured in the Transportation Capital Project Prioritization Study and compete for high dollar state and federal funds with broader goals. Whereas, neighborhood scale projects for safety, bicycle and pedestrian infrastructure have more direct impact to Safe Routes to School and compete for the same local dollars (along with some state funding of Safe Routes to School).



- Timeline and Next Steps:
 - Evaluate project lists across implementing departments and funding sources and identify where planned projects already support this priority and identify where projects could be adjusted to occur sooner.
 - Establish a consistent communication method to highlight project connections and benefits to SRTA and AMP.
 - Evaluate existing programs for additional opportunity to amplify or expand Safe Routes to School education and outreach for greater impact (e.g., Shift Your Ride, Safe Routes to School, Neighborhood Traffic Mitigation Program).
 - Strategic Trails Plan – Evaluate existing on-street to off-street network transitions and provide recommendations to improve safety.
- Resources Requirements:
 - Much of this work is part of existing programs and budgets.
- Community Engagement:
 - The various projects and programs each include community engagement elements. Capital projects go through extensive public input, while community programs like Open Streets and Bike to Work Day are focused on the community. Prioritization efforts like the 10-year transportation capital improvement program will be vetted through boards and commissions as well as Council.
- Deliverable/Council Role:
 - An extensive set of projects and programs that support and advance active modes, such as installation of new infrastructure, prioritization of active mode projects and community outreach focused on active modes, all with the lens of always supporting the larger mission of a system that is safe for youth.

2. School Safety Assessments:

- Description: For the last two years, City staff partner with Poudre School District (PSD) to conduct school safety assessments. These focus on specific traffic operations at school campuses. In 2024, we are committed to study the following schools:
 - Dunn Elementary
 - Irish Elementary
 - Tavelli Elementary
 - Beattie Elementary
 - Kinard Middle

We anticipate that recommendations from this work will be used to apply for the next round of Safe Routes to School grant funding. This has been a successful model for the City of Fort Collins as this work directly resulted in a grant award of over \$745,000 towards safety improvements at Zach Elementary.

- Timeline and Next Steps:
 - Assessments will be completed in the next two months and used to help prepare SRTS grant applications which are expected to open on August 1.
- Resource Requirements:
 - A budget offer will come forward for 2025/2026 to continue this work.

- Community Engagement:
 - The bulk of the community engagement occur with the individual school assessments, as staff engages each individual school and PSD. Parent surveys are included as inputs into the safety assessments.
- Deliverable/Council Role:
 - Council can continue to support this effort either through the Budgeting For Outcomes (BFO) process or considering resource re-allocation if funding is not available through BFO.

3. **Leverage Upcoming Funding:**

- Description: We will monitor upcoming funding opportunities to identify opportunities to accelerate investment and maintain existing funding.
- Timeline and Next Steps: The following upcoming processes will be used to explore additional resources.
 - Q2/Q3 2024: Budgeting for Outcomes
 - Q3/Q4 2024: Street Maintenance Program Tax
 - 2025: Community Capital Investment Program
 - On going: Grant Programs, Safe Streets for All, Safe Routes to School
 - Strategic Trails Plan – Conservation Trust Fund resources are dedicated to trail predevelopment, design, construction, and maintenance
 - Additional GOCO grant funds may be used to accelerate trail projects

4. **Update Street Design Standards:**

- Description: This work plan item is an opportunity for Council to work on foundational policies that guide the City’s built environment. The work includes a proposed audit of existing policies, standards and guidelines to identify where there are barriers to implementation of active modes and safe routes projects. This includes the City’s street standards, land use code, municipal code and traffic code. The outcome of these audits will be recommended updates that remove any barriers and strengthen our ability to implement active modes projects, both for private development and for City projects.
- Resource Requirements:
 - The audit effort is envisioned to utilize a consultant team to do the bulk of the research and update recommendations. Staff is currently seeking a grant to fund this work, and has also included a request for funding within the BFO process.
- Community Engagement and Outreach:
 - With any standards and code update effort staff includes input from stakeholders. In this case the development community will be engaged, as well as entities like the Chamber of Commerce and the DDA. Broader public input will be sought as well, including engaging boards and commissions.
- Timeline and Next Steps Notes:
 - The audit will be conducted in 2024 if grant funding is awarded, or in 2025 if funded through the BFO process. Recommendations for updates and changes will come to Council during the same time period.

5. Update the Strategic Trails Plan:

- Description: In 2024, Park Planning and Development will update the Strategic Trails Plan which will provide a framework for the future planning, design, maintenance, and preservation of the paved recreational trail system. Throughout the planning process, numerous opportunities will be provided for public input to inform a shared community vision of an expanding trail system to ensure trails continue to connect people to City destinations and natural places. The paved trail system provides the foundation of a low-traffic stress network and builds upon the goals and objectives of the Active Mode Plan.
- Timeline and Next Steps Notes: March 2024 – March 2025:
 - Phase I: Vision and needs (March – May)
 - Phase II: Proposed connections and policies (June – October)
 - Phase III: Draft plan, recommendations, anticipated council adoption (Oct – March 25')
- Resource Requirements: The planning effort is funded and future funding needs for implementation will be determined through the plan process.
- Community Engagement and Outreach: The planning effort includes citywide community engagement with a focus on serving underrepresented communities. Three phases of community engagement are paired with three phases of the project and include virtual and in-person activities and events:
 - Phase I: Assess community needs
 - Phase II: Gauge community reactions to proposed new connections and trail experience enhancements
 - Phase III: Draft plan review and incorporate public input into final plan

6. Meaningful, Equitable Community Engagement:

- Description: Continue to test fun and engaging methods to raise community awareness and support for Active Mode and Safe Routes to School investments, with a focus on smaller scale events.
- Resource Requirements: The following are City-led events already planned and budgeted for 2024:
 - Open Streets
 - Bike to Wherever
 - 15 minute neighborhood program event - University Neighborhood
 - Asphalt Art
 - Community tours and special capacity building opportunities (City Works)
 - Strategic Trails Plan: Focused neighborhood meetings
 1. Two Spanish first underrepresented neighborhood meetings
 2. Five geographically focused neighborhood meetings
 - Northern Colorado Trails Summit – regional gathering of practitioners, community advocates, policy makers to discuss local and regional trail connections.
- Community Engagement and Outreach:
- Timeline and Next Steps Notes:

7. Operationalize Active Mode Maintenance:

Explore ways to bolster maintenance and operations of existing bike and pedestrian facilities. Current maintenance budgets for streets, sidewalks and off-street trails are struggling to keep pace with the growth of the network. The unique maintenance needs of some facilities also require equipment investments. Staff will explore opportunities to leverage existing budgets and advance proposals in the 2025/2026 Budgeting for Outcomes Process.

Short Term Tracking and Metrics:

The ultimate goals of mode shift, zero deaths and walk/bike scores will take longer than two years to show real progress. Staff will identify the most critical metrics and tracking methods from all plans to focus reporting progress during this two-year timeframe. For example:

- *Numbers of schools evaluated*
- *Linear feet of new sidewalks to schools*
- *Lane miles of new or enhanced bike lanes to schools*
- *New crosswalks and other bike/ped facilities near schools*
- *Funding allocations (spending)*
- *Quarterly Trail Counts – TrafX and EcoCounter*

Departments Involved:

- Co-Lead: FCMoves and Traffic Operations
- Partners: CDNS, Streets, Engineering, Transfort, Environmental Services, Natural Areas, Police Services, Park Planning and Development (Parks Department)

How did Council define success?

- Community feels safe moving throughout the city w/out a car
- Acceleration of vision zero plan
- 50% of travel by 2032
- Count bike lane, protected bike facilities miles
- Increase walking and biking score
- Reduce fatalities
- Safe Routes to School – quantify and set a target

Are we already doing anything as it relates to this priority?

- Safe Routes to School Program
- Active Mode Plan Implementation
- Transportation Capital Project Prioritization Study and Transportation Capital Improvement Plan
- Vision Zero Implementation
- Shift Your Ride Program
- Tax Renewals: Pavement Maintenance and CCIP
- Transfort System Optimization

- Adult Education and Outreach
- On-going trail predevelopment, design, and construction

Challenges/Trade Offs:

The adopted Active Mode Plan provides data driven and intentional prioritization of projects and programs. We know where we need to invest for the next 2 years. The biggest challenges and tradeoffs to achieving this plan are:

- **Safety:** Vulnerable road users are disproportionately impacted in crashes with a higher rate of serious injury and fatality. Higher travel speeds, lack of driver awareness for all road users, and street design are part of the root causes. Our community will
- **Dispersed Implementation and Funding:** Multiple city departments are involved or responsible for implementing these plans which can result in missed opportunities to leverage funding or make a bigger impact through multiple investments in one location. There is a mixture of dedicated and non-dedicated funding sources used to implement this plan. These funding sources have different criteria for use and sometimes different timelines for their use. This is another contributing factor to missed opportunities.
- **Car-Centric Maintenance:** Maintenance operations and investments have focused on supporting the needs of automobiles, with bicycle and pedestrian facilities as a lower tier priority. Finding a better balance will take cultural shifts and resourcing.
- **Community Behavior Change and Support:** There are many aspects of implementing the AMP that face public opposition or deep concern. Changing behaviors and misaligned expectations in the community expectations can be a big source of challenge. Public opposition and natural tension can also occur with specific methods such as reducing on-street parking or eliminating a travel lane in place of a bike lane. We need to make sure our focus and messaging are aimed at providing multiple, reliable, safe and convenient transportation options. This implies that vehicular delay and travel time may not be the highest priority for Fort Collins.