

# Fort Collins City Council Work Session Agenda

6:00 p.m., Tuesday, September 23, 2025  
300 Laporte Avenue, Fort Collins, CO 80521

## NOTICE:

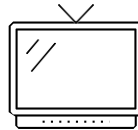
Work Sessions of the City Council are generally held on the 2nd and 4th Tuesdays of each month. Meetings are conducted in a hybrid format, however there is no public participation permitted in a work session.

City Council members may participate in this meeting via electronic means pursuant to their adopted policies and protocol.

## How to view this Meeting:



Meetings are open to the public and can be attended in person by anyone.



Meetings are televised live on Channels 14 & 881 on cable television.



Meetings are livestreamed on the City's website, [fcgov.com/fctv](https://fcgov.com/fctv).

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*A solicitud, la Ciudad de Fort Collins proporcionará servicios de acceso a idiomas para personas que no dominan el idioma inglés, o ayudas y servicios auxiliares para personas con discapacidad, para que puedan acceder a los servicios, programas y actividades de la Ciudad. Para asistencia, llame al 970.221.6515 (V/TDD: Marque 711 para Relay Colorado). Por favor proporcione 48 horas de aviso previo cuando sea posible.*



While work sessions do not include public comment, mail comments about any item on the agenda to [cityleaders@fcgov.com](mailto:cityleaders@fcgov.com)





# City Council Work Session Agenda

**September 23, 2025 at 6:00 PM**

Jeni Arndt, Mayor  
Emily Francis, District 6, Mayor Pro Tem  
Susan Gutowsky, District 1  
Julie Pignataro, District 2  
Tricia Canonico, District 3  
Melanie Potyondy, District 4  
Kelly Ohlson, District 5

Council Information Center (CIC)  
300 Laporte Avenue, Fort Collins

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Channel 14 and 881 on Comcast

Carrie Daggett  
City Attorney

Kelly DiMartino  
City Manager

Delynn Coldiron  
City Clerk

## **CITY COUNCIL WORK SESSION 6:00 PM**

### **A) CALL MEETING TO ORDER**

### **B) ITEMS FOR DISCUSSION**

#### **1. 2026 Budget Revision Recommendations**

The purpose of this item is to familiarize, and seek feedback from, Council on the City Manager's recommended revisions to the 2026 Budget. Based on direction from Council, the 2026 Budget Revisions will be combined with the previously adopted 2025-2026 Biennial Budget. The 2026 Annual Appropriation Ordinance is scheduled for First Reading on November 3, 2025.

#### **2. Mobile Home Park Oversight and Enforcement**

The purpose of this item is to provide additional information, requested at the February 11, 2025, Council Work Session, on options to improve mobile home park livability. Mobile home parks are a vital source of naturally occurring affordable housing in Fort Collins. Yet, because they are privately owned and managed, infrastructure and habitability standards vary widely, disproportionately affecting historically underserved residents. Oversight is fragmented among state, local, and federal entities, and enforcement under Municipal Code differs from other neighborhoods, often resulting in inconsistent services, complaint-driven inspections, and gaps in accountability.

Mobile home parks ("MHP") occupy a unique space between single-family HOA neighborhoods and multi-unit housing, leaving residents with ownership of their homes but little control over land, infrastructure, or management. Unlike other housing types, MHP residents face risks tied to private water systems, lack of oversight of property managers, and the possibility of losing their primary asset through a simplified eviction process, underscoring their vulnerability compared to other Fort Collins housing options. Because mobile home parks are private property with privately-owned infrastructure, enforcement under Municipal Code varies in both authority and level of service from other neighborhood types.

Oversight for MHPs is largely complaint-driven, leaving significant gaps in data, enforcement, and coordination, and many provisions authorize but do not require action. The City and the State's Mobile Home Park Oversight Program ("MHPOP") currently are limited in the ability to address



systemic issues and ensure long-term livability in mobile home parks. Mobile home parks' unique ownership model, privately maintained infrastructure, fragmented oversight, and limited avenues for residents to assert their rights create distinct challenges in Fort Collins, with the greatest differences from other neighborhoods seen in three critical areas: habitability, accountability, and empowerment.

To respond, 88 strategies were developed with guidance from residents and subject matter experts, organized into 10 flowcharts that establish phased pathways to compliance. These strategies emphasize voluntary compliance, flexible timelines, and escalation only when necessary, ensuring that each park can progress at its own pace while strengthening habitability, accountability, and empowerment for residents. Based on life, health, and safety concerns; urgency of need for intervention; and frequency of MHP resident complaints, staff is recommending:

1. Centralizing MHP program management and creating a MHP licensing program
2. Addressing urgent concerns
3. Addressing longer-term issues through escalating enforcement strategies
4. Municipal Code updates to support the recommendation

### 3. **Which Wheels Go Where? – Project Update and Exploration of Rule Changes**

The purpose of this item is to provide an update on the Which Wheels Go Where? (WWGW) project which explores updating the rules governing the operation of human powered and lightweight electric vehicles, such as e-scooters, skateboards, and e-skateboards on city facilities, i.e. streets, bike lanes, sidewalks, and paved trails to support mode shift.

This project aligns with:

- Council Priorities: “Advance a 15-minute City by accelerating a shift to Active Modes” and “Modernize and update the City Charter”.
- Strategic Plan: Transportation and Mobility 1: Make significant progress toward the City’s Vision Zero goal to have no serious injury or fatal crashes for people walking, biking, rolling or driving in Fort Collins.
- Active Modes Plan, Our Climate Future, the Strategic Trails Plan, and the Vision Zero Action Plan.

Beginning May 2024, staff have collected data, administered a community questionnaire, and explored the issue internally within the city organization, and externally with community organizations and other municipalities.

Community engagement efforts occurred July 2024 through June 2025 and included outreach and listening sessions at several boards and commissions. Community members who use human and lightweight electric powered vehicles generally prefer facilities separated from vehicular traffic, while other people, specifically those with disabilities, older adults, and children, desire an environment safe and conducive for walking and slower biking, particularly on sidewalks and paved trails.

To improve safety, staff suggest a continued investment in separated infrastructure for people walking, rolling, and bicycling, as well as a safety education approach to address undesired behavior on streets, sidewalks, and trails. Updating rules to accommodate human powered and lightweight electric vehicles will promote mode shift, a goal that supports Our Climate Future.

## **C) ANNOUNCEMENTS**

## **D) ADJOURNMENT**

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**File Attachments for Item:**

**1. 2026 Budget Revision Recommendations**

The purpose of this item is to familiarize, and seek feedback from, Council on the City Manager's recommended revisions to the 2026 Budget. Based on direction from Council, the 2026 Budget Revisions will be combined with the previously adopted 2025-2026 Biennial Budget. The 2026 Annual Appropriation Ordinance is scheduled for First Reading on November 3, 2025.

September 23, 2025

# WORK SESSION AGENDA ITEM SUMMARY

City Council



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## STAFF

Caleb Weitz, Chief Financial Officer  
Kelly DiMartino, City Manager  
Lawrence Pollack, Budget Director  
Jennifer Poznanovic, Sales Tax and Revenue Director

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## SUBJECT FOR DISCUSSION

### 2026 Budget Revision Recommendations

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## EXECUTIVE SUMMARY

The purpose of this item is to familiarize, and seek feedback from, Council on the City Manager's recommended revisions to the 2026 Budget. Based on direction from Council, the 2026 Budget Revisions will be combined with the previously adopted 2025-2026 Biennial Budget. The 2026 Annual Appropriation Ordinance is scheduled for First Reading on November 3, 2025.

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## GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. What questions or feedback does Council have on the City Manager's recommended revisions to the 2026 Budget?

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## BACKGROUND / DISCUSSION

### OVERVIEW:

The mid-cycle Revision Process is different from the biennial budgeting process in that there is no broad request for new budget offers. This is because the City is operating within the approved 2025-2026 Biennial Budget, and these revisions should be exceptions based on information not known at the time the budget was adopted in November 2024. The City Manager and the executive team conducted a comprehensive review to determine which changes should be forwarded for Council's consideration. Revised revenue projections and available fund reserves were carefully considered when making these recommendations.

The 2026 Budget Revisions include both 1) reductions to 2026 ongoing expenses to align them with a decreased 2026 Sales Tax forecast and unexpectedly low turnover; and 2) additional offers for consideration. The following are key objectives which the 2026 Budget Revision recommendations are intended to address:

- Matching appropriations for ongoing expenditures to current ongoing revenue estimates, if declining
- Council priorities, high-priority projects, and other needs not known at the time of the adoption of the 2025-2026 Budget
- Fiduciary responsibilities & fund balance requirements

## **ECONOMIC CONSIDERATIONS:**

Through most of 2025 there has been significant economic uncertainty, which continues today. At the national level, impacts from the tariffs will not be known for many months, while unemployment continues to climb. Inflationary rate increases were 2.9% as of the end of August, but the increased costs experienced in many commodities over the past few years has not subsided. There is also anticipation of potential additional federal reserve rate cuts.

At the state level, unemployment also continues to rise as the State has attempted to address a \$750M budget shortfall, but with unknown local implications. Coloradoans also continue to hold some of the highest amounts of debt of any state in the nation.

These economic conditions and uncertainty have resulted in lower than forecasted growth in ongoing Sales Tax collections. Although there are some more recent positive indicators, at this point in time the City will need to use the 2026 Revision process to right-size the budget from both revenue and expense adjustments.

## **REVENUE:**

Overall, most significant City revenue sources are coming in at, or above, the 2025 budget. Based on year-to-date actual collections and other information, however, there are 4 areas of revenue concern: Ongoing Sales Tax (not 1-Time sources like audits), Camera Radar Red Light revenue, Interest on Investments in the General Fund and the State's marijuana share back. All of these revenue sources are recommended to be decreased for 2026.

1) *Sales Tax:* Overall, staff anticipates sales tax collections to be under budget and use tax collections to be over budget, with combined sales and use tax collections to end the year at or near the 2025 budget.

Cumulatively, sales and use tax collections through August are 1.9% over budget driven by strong use tax collections in the first half of the year. Sales tax is \$1.7M under budget and use tax is \$4.3M over budget. Sales and use tax combined is \$2.6M over budget. The favorability is largely driven by volatile one-time revenue for audits, voluntary disclosure agreements and building permit use tax.

For 2026, staff is currently forecasting 2% sales tax growth on 2025 sales tax collections (adjusted for one-time revenue) or a 4% reduction (\$7.1M) from the current 2026 budget. For use tax, staff is forecasting flat growth from the 2025 budget and recommends keeping the current 2026 budget for use tax.

2) *Camera Radar Red Light:* Delays were experienced with the deployment of the newly, State allowed transportable speed cameras intended to support Net Vision Zero. This delay along with potentially higher than expected modifications to driving behavior is anticipated to have up to a \$1.5M shortfall compared to 2026 Budget.

3) *Interest on Investments in the General Fund:* Due to increased use of reserves over the past few years and the lack of reserve generation to backfill those reserves, forecasted interest is estimated to be about \$800k less than the \$2.8M included in the 2026 Budget.

4) *State of Colorado Marijuana Share Back:* The State of Colorado is reducing the forecasted share-back by 50%, which is a revenue reduction of \$450k for 2026.

## **EXPENSES:**

Increased budget accuracy since COVID, along with inflationary pressures, has significantly reduced the amount of unspent budget each year. Although this is good at not letting City funds sit idle, it does directly impact the availability of reserves. As such, an increased focus on financial monitoring has been implemented.

Since personnel costs are a large portion of the City's budget, total compensation costs are budgeted at less than 100% due to anticipated position vacancies, so as to not lock up budget that would otherwise go unused. So far this year the City has experienced a sharp decrease in turnover, driven by the City's employee engagement strategies, as well as economic concerns and uncertainty. These realities are the main drivers of the personnel overspend being experienced so far this year, and thus, it is financially prudent to adjust the 2026 Budget to assume a lower level of turnover.

There are also additional budgetary pressures being experienced within Police Services. The most recent collective bargaining agreement (CBA) increased personnel expenses by nearly \$1.0M for sworn positions. Those increased costs were addressed in 2025 via the use of General Fund reserves, but no such reserves are anticipated to be available for 2026. Additional adjustments to personnel budgets are included to refine those line items to the most updated expected costs for 2026.

Financial analysis has also identified other areas of expense pressures, where budgets are expected to experience overages. For example, there will likely be a need for a supplemental appropriation for Snow Removal. In a warmer year, with lower snowfalls, such a contingency may not be necessary. Historically, when increased snow removal costs are necessary, those were covered with General Fund reserves. However, given the lack of General Fund reserves available for nearly any purpose, it would also be financially prudent to make an adjustment in the 2026 Budget with anticipated contingency needs.

In addition to the recommended budget revisions, there are a few other administrative changes for the 2026 Budget, as follows:

- 1) Modification to 2025-26 Offer 40.7 - Timberline Recycling Center (TRC): With the move of TRC operations from the Environmental Services Department to the Streets Department now complete, this revision authorizes transfer of the \$1.0M budget in the General Fund to be expended in the Transportation Fund. There is no change in expenses for the Timberline Recycling Center or the City
- 2) As with all other dedicated ¼ cent Sales and Use Taxes, the Open Space Yes! tax will now be received directly into the Natural Areas Fund, where that revenue is spent. This change eliminates the need for the transfer from the Sales Tax Fund to the Natural Areas Fund. Although the total appropriation goes down, there is no actual change in City expenses.

## **FINANCIAL IMPACTS:**

Adjustments to the 2026 Budget are needed due to both revenue and expense pressures being experienced in 2025 and expected to continue into the following year. Revenue shortfalls are anticipated at about \$8.7M, the bulk of which are being driven by lower than anticipated ongoing growth in Sales Tax. On the expense side, 2026 is currently expected to be about \$6.7M over budget. Most of this is being driven by personnel expenses, with the remainder coming from contingent expenses, for which General Fund reserves are not available to be authorized to cover those expenses.

## **NEXT STEPS**

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A second work session is currently scheduled for October 14, 2025, if desired by Council. First Reading of the 2026 Annual Appropriations is scheduled for Monday, November 3, 2025 (due to elections on November 4). Second Reading is then scheduled for November 18, 2025.

## **ATTACHMENTS**

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1. 2026 Budget Revisions
2. Presentation



# 2026 Budget Revisions

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## Citywide – \$5,000,000 Personnel Savings

The Citywide adjustments can all be characterized as personnel savings through actions that impact talent. Slowing the thaw of the Citywide hiring freeze to recoup additional savings and reducing pay increases constitute the largest amount of budget reductions.

### Reductions

- \$2,600,000 – Extend Hiring Freeze through Q1 2026; partial thereafter
- \$1,200,000 – Reduce merit increase to 2.0%
- \$500,000 – Benefits Holiday (one pay period of no premium for Employer/Employee)
- \$500,000 – Lower insurance premium increase for 2026 (no impact to benefit offerings)
- \$200,000 – Organizational restructuring of yet to be determined positions

## Community Services – \$1,548,655

Many of the changes for various Community Services programs are either through reducing General Fund contributions or increasing earned revenue. The intent of these decisions is to focus on areas that have opportunities for further cost recovery and to minimize impact to access or programming. Service level reductions for medians, tree replacement and park maintenance are expected. Reducing river-related services is expected to allow additional time for negotiations with the ditch company related to the Poudre Flows project and will shift staff support across the organization for some river-related efforts.

### Reductions

- \$353,900 – 2.0 FTE - Parks Staffing and Services
- \$325,000 – Shift Parks funding to earned revenues and dedicated funding sources
- \$185,000 – Reduce Forestry Management & Infrastructure Replacement
- \$180,000 – Arts & Culture and Recreation – Reduce transfer to General Fund (replace with earned revenue)
- \$140,415 – Delay Poudre Flows Initiative and reduce General Fund supported river staff work
- \$79,000 – Reduce Center for Creativity and Gardens advertising, programming, and supplies
- \$75,000 – Reduce medians streetscape maintenance
- \$63,540 – Redeploy Arts & Culture Sr. Manager and related funding source
- \$58,800 – Reduced Parks discretionary spending
- \$55,500 – Reduce Lincoln Center Box Office Hours
- \$32,500 – Reduced Cemetery and Forestry discretionary spending

## Executive Services – \$239,000

Executive Services reductions result in less programmatic spend, workforce appreciation and consistent fall engagement with DC-based agencies and Congressional staffs.

Additionally, some service level reductions will occur as a result of reducing headcount by 1 FTE.

### Reductions

- \$108,000 – 1.0 FTE - City Manager's Office Administrative Support
- \$35,000 – Reduce Customer Experience consultant services
- \$35,000 – Reduce Equity Office program spending, including less support for community led initiatives, internal training efforts and language access
- \$36,000 – Eliminate Holiday Party for City employees (includes \$10k from budget in Information and Employee Services)
- \$20,000 – Eliminate redundant software expenses
- \$15,000 – Eliminate City Council's fall lobbying trip

## Financial Services – \$393,363

Reductions for Finance can be summarized as management decisions related to leadership structure in the Service Area and best-placed funding sources for the near-term work of the Transformation Management Office. Additionally, staff believes an additional auditor position can more than cover salary and be a net revenue generator.

### Key Reductions / Additional Revenue

- \$192,300 – 1.0 FTE – Financial Planning & Analysis Director
- \$121,063 – Shift General Fund support for Transformation Management Office to Utilities funding
- \$80,000 – Adding 1.0 FTE - Sales Tax Auditor is estimated to cover expenses and contribute additional revenue of \$80k

## Information & Employee Services – \$3,071,000

Adjustments within the internal service departments involve numerous decisions to shift funding sources (fleet reserves covering General Fund for 2026) or capture efficiency savings because of how prices or contracts have moved (e.g., fuel, custodial). There are numerous vacant positions being reduced across the service area and some deferment of planned capital projects on City facilities.

### Reductions

- \$500,000 – Shift Fleet replacements from General Fund to Fleet Fund Reserves
- \$435,000 – City Building Custodial and Utilities efficiency savings/reductions
- \$388,500 – 3.0 FTE - Information Technology Administrator I, Analyst II, Engineer I
- \$300,000 – 2026 City Fleet Fuel savings (price-based)

- \$175,000 – Network Professional Services and IT Reserve Support
- \$650,000 – Defer 2026 Facility Modifications and Improvements
- \$125,000 – Virtual Chief Information Security Officer and Endpoint Management
- \$115,000 – 1.0 FTE – Human Resources Recruitment Specialist
- \$105,000 – Reduce Expanded Communication Methods & Digital Implementation Support
- \$100,000 – Retire AirWatch and CyberArk mobile device systems
- \$70,000 – Decrease Talent Acquisition and Development Programming
- \$60,000 – Continue 0.5 FTE funding shift to Benefits Fund
- \$25,000 – Reduce Emergency Preparedness outreach, preventative maintenance and hourly support
- \$12,500 – Move State of the City event to every other year
- \$10,000 – Included above in Exec Services for the Holiday Party

### **Judicial Services – \$30,000**

Reductions for Municipal Court relate to discretionary spending.

#### **Reductions**

- \$30,000 – Reduced discretionary spending

### **Legal Services – \$123,000**

The City Attorney's Office plans to defer hiring their office manager role until 2027.

#### **Reductions**

- \$123,000 – 1.0 FTE – City Attorney's Office defer hiring Office Management Supervisor

### **Planning, Development & Transportation – \$3,209,380**

PDT's adjustments will impact accustomed levels of service for many programs, including road maintenance, snow removal and Transfort. In addition to this coming from reduced asset management spend, the service area will reduce vacant headcount by 8. That number included holding back the planned deployment of 2 FTEs funded by camera radar funding in the '26 budget and a code compliance officer, which will likely delay response and resolution times.

#### **Reductions**

- \$1,087,333 – Reduced street maintenance & snow removal (fewer lane miles resurfaced; slower response for sidewalk snow removal and ice cutting); reduce graffiti abatement and alley maintenance (shift to complaint-based programs); reduce hours at Timberline Recycling Center on hard to recycle side of facility
- \$410,326 – Reduced Level of Service - Transfort Routes 11 & 12, FLEX program

- \$323,277 – 2.0 FTE – Streets Asphalt Patching & 2.0 FTE – Streets Traffic Control Technicians
- \$287,000 – Unfund 1041's and Water Adequacy *(These were pre-appropriated in advance of any applications, which recover the cost of the work. Should applications be received, staff will ensure appropriations come forward and work is completed.)*
- \$198,103 – 2.0 FTE - Transfort Analyst & Transit Service Planner
- \$178,263 – 2.0 FTE – Traffic Vision Zero staffing
- \$175,000 – Reduce level of service to Neighborhood Traffic Safety Program
- \$149,748 – 2.0 FTE - Business Support & Code Compliance
- \$147,070 – Maintain 60-minute frequency on Transfort Route 16
- \$95,000 – Eliminate Neighborhood Mini-Grants, Landmark Preservation programs, and Contractual Building Inspection
- \$60,000 – Shift contracted mowing services for road shoulders City staff
- \$53,760 – Reduce hourly Transfort Project Specialist staffing
- \$35,000 – Reduce Engineering programming spend
- \$9,500 – Eliminate asphalt art program

### **Police Services – \$1,124,897**

Police reductions in this personnel-heavy budget include a reduction of 5 budgeted FTE in 2026 that could impact time to resolve some cases or requests handled by the civilian positions. Additionally, Police plan to cut their discretionary spending across a number of areas.

#### **Reductions**

- \$461,500 – Reduce service across Medical, Security, Language, Animal Care, IT, & Police Vehicle service/support
- \$343,397 – 3.0 FTE - Records Supervisor, Criminalist, Property & Evidence Technician
- \$320,000 – 2.0 FTE - HOPE officers

### **Sustainability Services – \$667,053**

Within Sustainability Services, reductions include 3 vacant positions related to data analysis and project management. Reduced hourly budget and shifting funding sources are intended to minimize service reductions externally while resulting in some increased time spent by remaining staff on other items. Additionally, reductions in grants and other marketing will mean fewer dollars than have recently been provided to community groups and organizations.

#### **Reductions**

- \$354,983 – 2.0 FTE – Environmental Services Data Analyst and Specialist, and 1.0 FTE Economic Health Specialist and Reduced Hourly Support

- \$81,570 – Reduce Affordable Housing, Human Services & Neighborhood grants and programming
- \$75,000 – Reduce Hourly support and Utilize State Air Quality Monitoring Funding
- \$60,000 – Shift Downtown flowers funding from General Fund to GID #1
- \$43,500 – Reduce Economic Health marketing, sponsorships and MBEC program funding
- \$30,000 – Reduced Discretionary Spend
- \$22,000 – 5% decrease in immigration and eviction legal funds



# Council Work Session

## 2026 Budget Revisions

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Caleb Weitz  
Jen Poznanovic  
Lawrence Pollack





- **Overview**
- **Revenue and Expense Update**
- **2025 Actions Implemented & Next Steps**
- **2026 Budget Revisions**

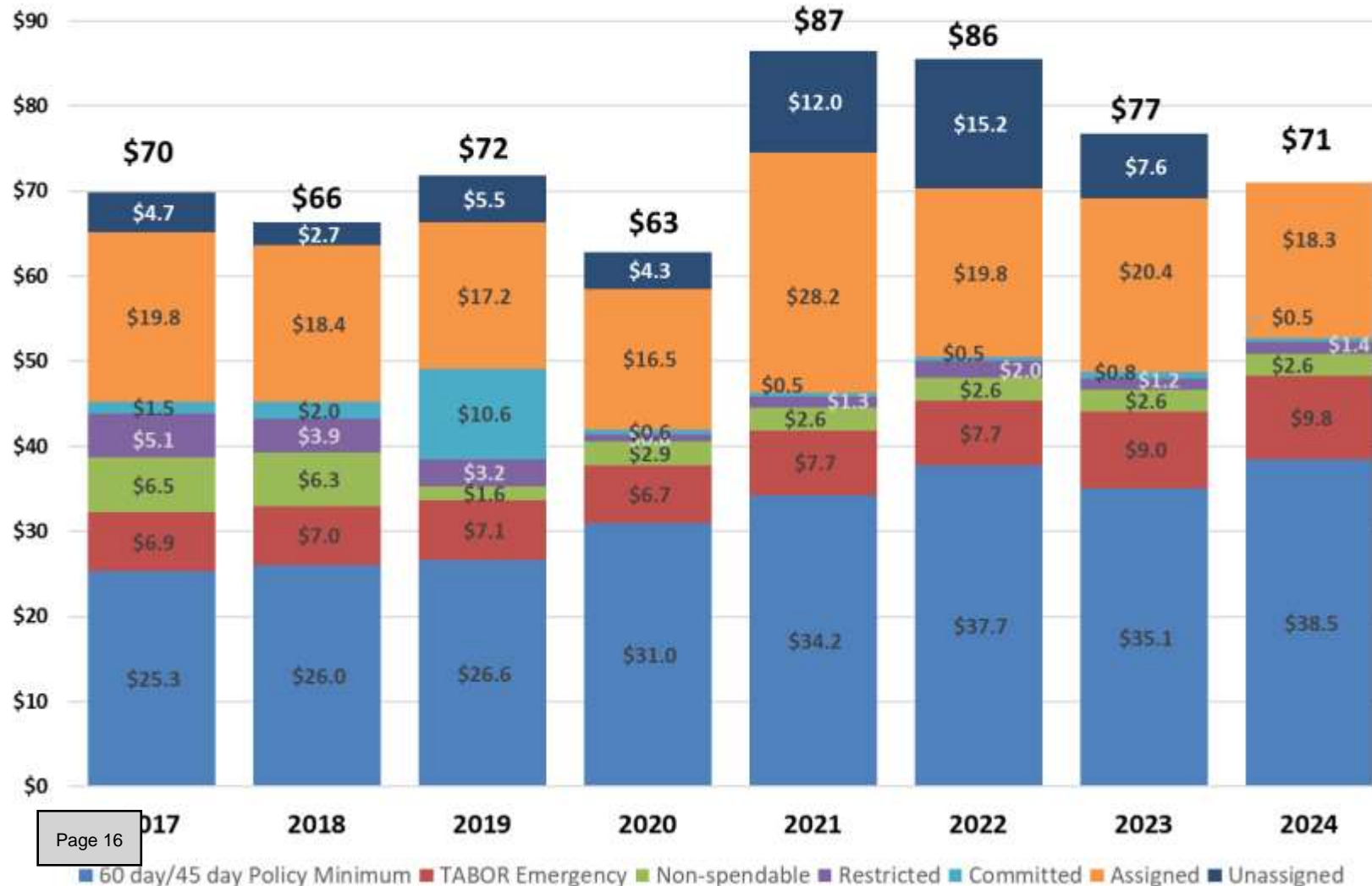
# Significant Budgetary Challenges

- **One-time reserves have been key budgetary funding sources**
  - No General Fund reserves generated in 2024
- **Inflationary Pressures**
  - Inflationary rate increases have slowed to 2.7%, but the increased costs over the past few years has not subsided.
- **Talent Costs**
  - Higher than budgeted due to strong rates of employee retention
- **Higher Program Costs**
- **Continued Economic Uncertainty**



# General Fund Reserves by Year

General Fund / Reserves by Year  
(in millions)



## General Fund Reserve Investment Examples

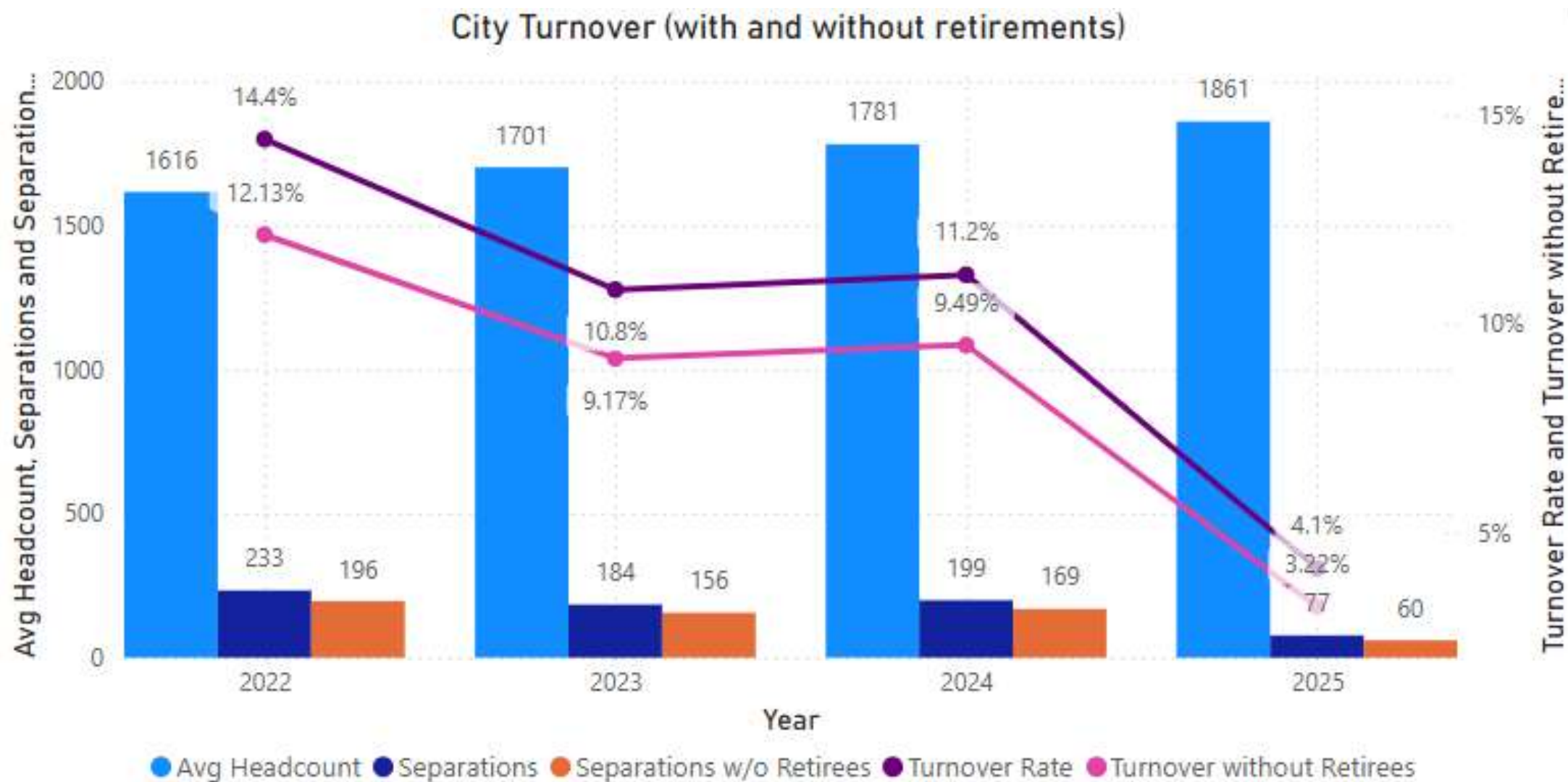
### 2023-2024

- 1.6M - Fleet Vehicle And New Equipment Replacement
- 500k - Immigration Legal Fund
- 580k - ELC Flow Restoration
- 1M - Aging Facility Maintenance

### 2025-2026

- 880k - Immigration and Eviction Funds
- 1M - Parks Infrastructure Replacement Program
- 1.3M - IT infrastructure Replacement Program
- 2.5M - Police HVAC
- 0.75M – Police CBA





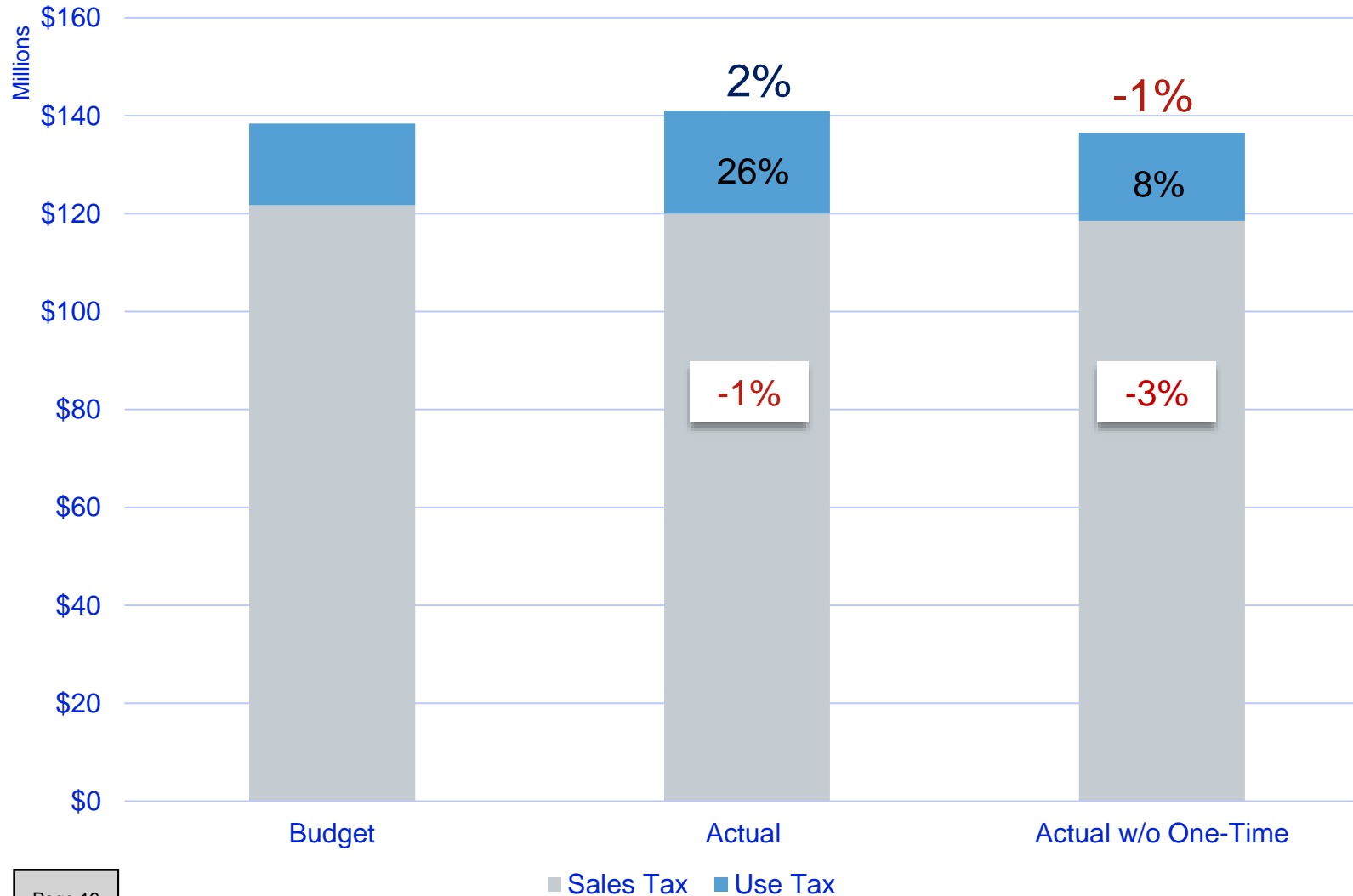
## Budget to Actual

Sales Tax	<b>\$1.7M</b> under budget ( <b>\$3.2M</b> under without one-time revenue)
Use Tax	\$4.3M over budget (\$1.3M over without one-time revenue)
Combined	\$2.6M over budget ( <b>\$1.9M</b> under without one-time revenue)

- Strong year for audits, voluntary disclosure agreements (VDAs) and building permit use tax
  - Volatile revenue streams
- Taxable sales are up 1.2%. Growth of 4.2% needed to hit 2025 budget
- Softening across majority of sales tax categories except for online retailers



August YTD Budget to Actual



## Sales Tax

- YTD July sales tax budget is down 1%
- Excluding one-time revenue, the sales tax budget would be down 3%

## Use Tax

- YTD July use tax budget is up 26%
- Excluding one-time revenue, the use tax budget would be up 8%



# ends & Projections: Front Range Cities Sales Tax Growth

City	2025 Budget	2025 YTD***
Windsor	5.0%	6.2%
Aurora	4.5%	4.9%
Westminster	5.4%	4.5%
Commerce City	6.2%**	3.2%
Fort Collins*	4.2%*	1.2%
Lakewood	3.4%	1.0%
Englewood	0.0%	1.0%
Longmont	4.5%	0.7%
Thornton	2.5%	0.6%
Colorado Springs		0.1%
Boulder	0.0%**	-0.4%
Greeley	5.5%	-1.0%
Centennial	3.0%	-1.2%
Loveland	3.5%	-2.4%

- Most Front Range cities are realizing budget shortfalls
- Some cities like Windsor, Westminster and Aurora are seeing growth
- Some cities have one-time revenue affecting YTD growth
- Denver's 2025 revised forecast is 0.3% revenue growth and 0.0% in 2026

\* Fort Collins budgeted growth was 3.0%. Due to 2024 sales tax shortfall, 4.2% growth is needed to hit budget

\*\* 2025 budget figure is for both sales and use tax

\*\*\* 2025 July YTD or most recent data available

# 2025 and 2026 Forecasts

## 2025 Budget & Forecast

	2025 Budget	2025 Forecast	% Δ	\$ Difference
Sales Tax	183,392,523	179,724,673	-2%	(3,667,850)
Use Tax	25,000,000	28,000,000	12%	3,000,000
<b>Total</b>	<b>208,392,523</b>	<b>207,724,673</b>	<b>0%</b>	<b>(667,850)</b>

## 2026 Budget & Forecast

	2026 Budget	2026 Revision	% Δ	\$ Difference
Sales Tax	188,894,296	181,789,166	-4%	(7,105,130)
Use Tax	25,000,000	25,000,000	0%	0
<b>Total</b>	<b>213,894,296</b>	<b>206,789,166</b>	<b>-3%</b>	<b>(7,105,130)</b>

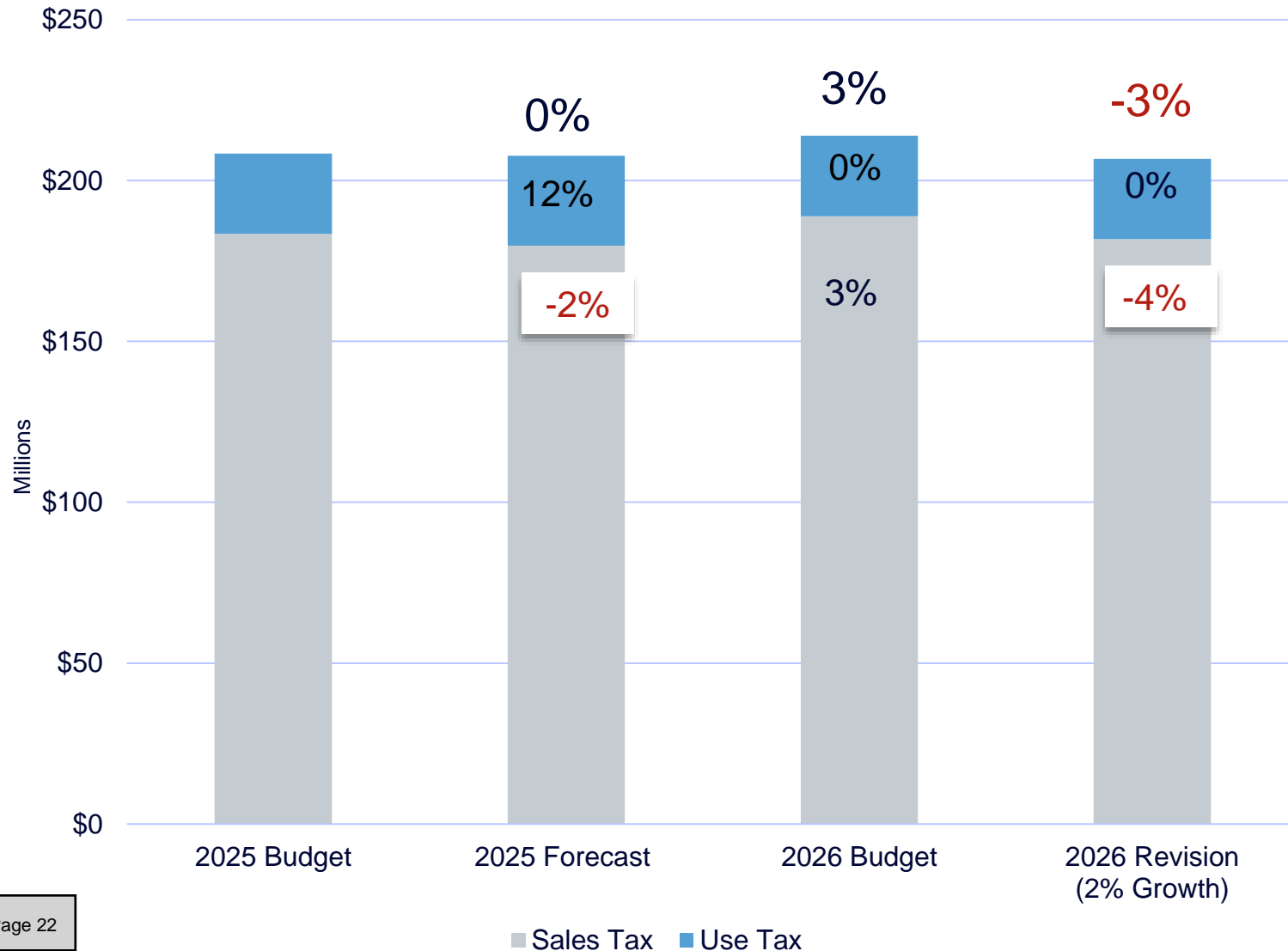
## 2025

- To hit the 2025 budget 4.2% sales tax growth needed.
- Combined flat growth anticipated for sales & use tax in 2025.
- 2025 Forecast driven by significant YTD one-time revenue in 2025.

## 2026

- 2% growth forecast for sales tax (adjusted for one-time revenue) and flat growth for use tax.
- Anticipated \$7.1M shortfall for 2026 revised budget.

## 2025 &amp; 2026 Forecasts



- Combined flat growth anticipated for sales & use tax in 2025.
- 2025 Forecast driven by significant YTD one-time revenue in 2025.
- 2026 Revision is a \$7.1M shortfall (-3%) compared with the 2026 Budget.

## Photo Traffic Enforcement

- Transportable units to support Vision Zero goals were delayed in deployment – Total budget of \$2 million.
- \$1.5 million revenue shortfall expected in 2025; potentially a similar amount in 2026.
- Only \$200k of offsetting expenditure savings

## Other Revenues

- Less investment revenue due to lower fund balance
- Reduction in the state's Marijuana tax share back





# 2025 Budget Update

- **Projected current year General Fund deficit without corrective action**
- **Reacted quickly to evolving economic conditions and expenditure patterns with corrective action:**
  - Governmental fund one-time expenditure reductions
  - Hiring 'pause' shifted to 'freeze' as of Aug. 4 to help address budgeted personnel costs
  - Tighter management of expenditures
- **Known additional needs to address:**
  - Transfort – recommend 2050 tax appropriation
  - Grocery Tax Rebate – recommend digital inclusion reserve funding
- **Continuing budget monitoring**
- **Potential for additional actions based on forecast year-end position**





# 2026 Budget Revisions

## The recommended Budget Revisions are intended to address:

- ✓ Reduction of expenditures to match current revenue forecast
- ✓ Fiduciary responsibilities & fund balance
- ✓ High-priority projects and needs not known during last budget cycle

- **Approximately \$15.4 million (6.1%) General Fund budget deficit\***
  - **\$8.7 million lower revenue projections**
    - Lower sales/use tax forecast
    - Photo traffic enforcement trend uncertainty
    - Other areas
  - **\$6.7 million in higher expense projections**
    - Adjusting personnel budgets and assumed vacancy factor
    - Contingency due to lack of available reserves
- **Other Adjustments**
  - **Grocery Tax Rebate Program (see next slide)**
  - **Additional funding for Transfort funded by 2050 Tax portion for transit**

- **As discussed with the Council Finance Committee on Sept 4, the roll-out of GetFoCo has helped increase the number of community members able to get financial help via the Grocery Rebate Program**
- **At this time and volume, there is no interest in capping the total annual amount paid out to qualifying families**
- **The anticipated additional funding for 2026 is estimated at \$415k**
- **Staff is recommending a one-time funding solution of digital inclusion program underspend (reserves) to cover this projected budget gap in 2026**
- **This recommended action to fund the 2026 Grocery Tax Program is a 1-time solution and will be an issue that needs long-term resolution in the 2027-28 Budget**

## 2026 Budget Recommended Budget Revision Highlights:

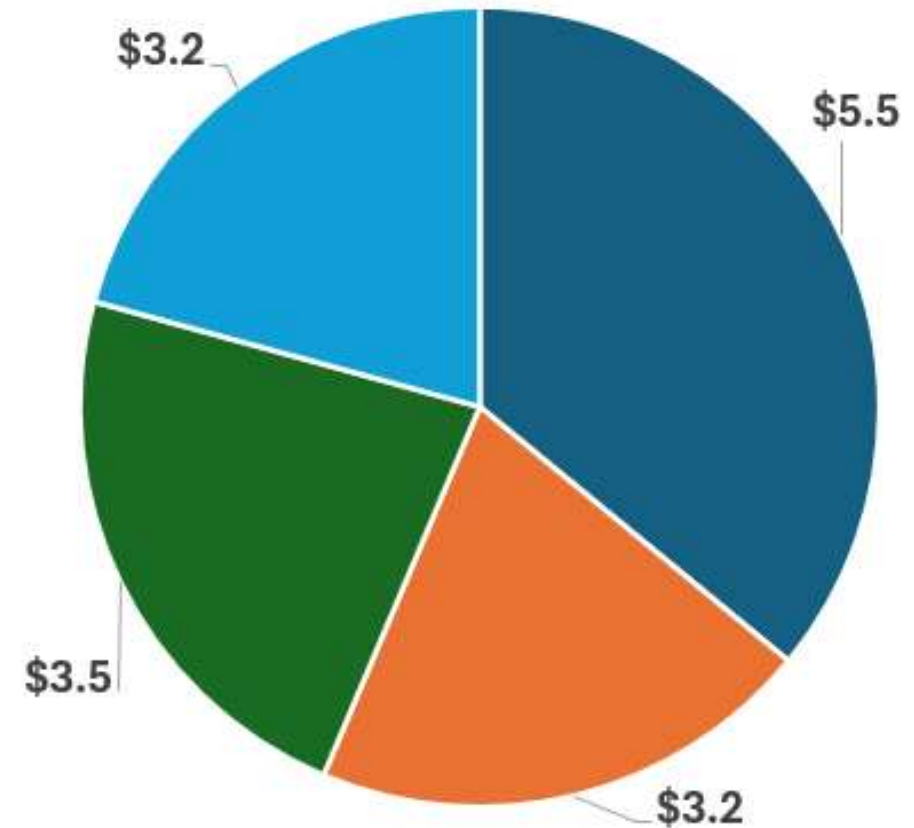
- ✓ Avoids involuntary separations for classified and unclassified management positions
- ✓ Preserves a 2% pay increase pool

## Key strategies to address the 2026 budget gap:

- Leveraging strong benefits fund performance
- Strategic use of fund balances
- One-time savings opportunities
- Shifting funding sources where possible
- Department reduction recommendations, including:
  - Eliminating vacant positions
  - Efficiency savings
  - Service level adjustments

# 26 City Manager Proposed Reductions by Category

Reduction Strategy	Amount (in \$M)	Highlights
<b>Personnel Savings</b>	\$5.5	<ul style="list-style-type: none"> <li>- Phased hiring freeze release</li> <li>- 1% reduction to the merit increase</li> <li>- Benefits fund savings opportunities</li> </ul>
<b>Vacant Position Elimination</b>	\$3.2	<ul style="list-style-type: none"> <li>- 25 positions, but management will have the opportunity to reassess eliminated positions as additional vacancies occur</li> </ul>
<b>Program and Service Reductions</b>	\$3.5	<ul style="list-style-type: none"> <li>- Street and alley maintenance / Medians</li> <li>- Forestry</li> <li>- Internal Services</li> <li>- Various non-personnel programmatic reductions</li> </ul>
<b>Funding Shifts and Revenue Enhancements</b>	\$3.2	<ul style="list-style-type: none"> <li>- Use of Equipment Fund reserves</li> <li>- Parks/Recreation earned revenue</li> <li>- Sales tax auditor</li> <li>- Early retirement of legacy technology systems</li> </ul>
	<b>\$15.4</b>	



Citywide actions

Recommended Actions to Balance 2026 General Fund		Savings (in \$M)
Service Area Reductions See next slide for detail by Service Area		\$ 10.4
Citywide actions	Extend Hiring Freeze through Q1 2026; partial thereafter *	2.6
	Reduce merit increase to 2.0%	1.2
	Benefits Holiday (one pay period of no premium for Employer/Employee)	0.5
	Lower insurance premium increase for 2026 (no impact to benefit offerings)	0.5
	Organizational restructuring of yet to be determined positions	0.2
Total		\$ 15.4

\* Phased release of the hiring freeze in 2026 to generate planned budget savings and to appropriately sequence onboarding work for Human Resources

**Of the total \$15.4M of reductions, 71% is ongoing 29% is 1-time savings**



# Service Area Reductions (organizational detail of the \$10.4M)

Service Area	Total Reductions in \$M (excluding Citywide actions)	2026 Reductions as a % of Unrestricted Budgets *	2026 Service Area % of all Governmental Budgets
PDT	\$3.2	5.3%	24.0%
IES	3.1	10.2%	20.7%
Comm Svcs	1.5	6.7%	22.6%
Police	1.1	1.7%	20.7%
Sustainability	0.7	6.8%	5.5%
Fin Svcs	0.4	5.3%	1.9%
Exec Svcs	0.2	5.3%	2.1%
Legal Services	0.1	2.8%	1.5%
Judicial Svcs	30k	1.1%	0.9%
<b>Grand Total</b>	<b>\$10.4</b>	<b>5.0%</b>	<b>100%</b>

\* These amounts are the total 2026 Budgets by Service Area after subtracting restricted funding. For example, the Community Capital Improvement Program (CCIP) 1/4 cent tax is backed out because delaying those projects does not help address budgetary challenges in the Governmental Funds

# Significant Positions to be Eliminated

Department	# of Positions	Name of Position
City Attorney's Office	1	Defer hiring Office Management Supervisor
City Manager's Office	1	Administration Supervisor
Community Development	1	Business Support III
	1	Code Compliance
Human Resources	1	Recruiter
Information Technology	1	Administrator I
	1	Analyst II
	1	Engineer I
Parks	1	Worker I, Parks
	1	Park Ranger
Police Services	1	Records Supervisor
	1	Criminalist
	1	Property Evidence Tech
	1	Police Officer
	1	Police Officer

these 27 positions, the one in CAO would be frozen for 2026 instead of eliminated

# Significant Positions to be Eliminated (continued)

Department	# of Positions	Name of Position
Sustainability Services	1	Data Analyst, Environmental Sustainability
	1	Sr. Specialist, Economic Sustainability
	1	Lead Specialist, Environmental Sustainability
Finance	1	Director, FP&A
Streets	1	Operator I
	1	Operator I
	1	Traffic Control Technician
	1	Traffic Control Technician
Traffic	1	Coordinator
	1	Network Engineer
Transfort	1	Data Analyst
	1	Transit Planner
27		

- Management can propose to swap eliminated positions as new vacancies occur in 2026

## Enhancements

- **2024 voter-approved renewal of the ¼-cent tax for the Street Maintenance Program (SMP) beginning in 2026**
  - \$11.3M in the Transportation Fund
- **Utility Customer Info System (CIS) Operational Costs**
  - \$700k across the L&P Fund / 3 OneWater Funds
- **Additional staffing for a Sales Tax Auditor**
  - \$120k in the General Fund
- **Transfort Operations and Capital funded by 2050 Tax & new grants**
  - \$5.2M in the Transit Fund

## Administrative Change Example

- **Shifting Timberline Recycling Center (TRC) expenses from General Fund to Transportation Fund**
  - No increase in appropriations
  - Aligning expenses with org change to move TRC from Enviro Services to Streets

Date	Process
Sept. 4	<b>Council Finance Committee meeting</b>
Sept. 23	<b>Council Work Session #1</b>
Oct. 14	<b>Council Work Session #2 (if needed)</b>
Nov. 3	<b>1<sup>st</sup> Reading of the 2026 Annual Appropriation</b>
Nov. 18	<b>2<sup>nd</sup> Reading</b>



- **What questions or feedback does Council have on the City Manager's recommended revisions to the 2026 Budget?**

## **File Attachments for Item:**

### **2. Mobile Home Park Oversight and Enforcement**

The purpose of this item is to provide additional information, requested at the February 11, 2025, Council Work Session, on options to improve mobile home park livability. Mobile home parks are a vital source of naturally occurring affordable housing in Fort Collins. Yet, because they are privately owned and managed, infrastructure and habitability standards vary widely, disproportionately affecting historically underserved residents. Oversight is fragmented among state, local, and federal entities, and enforcement under Municipal Code differs from other neighborhoods, often resulting in inconsistent services, complaint-driven inspections, and gaps in accountability.

Mobile home parks (“MHP”) occupy a unique space between single-family HOA neighborhoods and multi-unit housing, leaving residents with ownership of their homes but little control over land, infrastructure, or management. Unlike other housing types, MHP residents face risks tied to private water systems, lack of oversight of property managers, and the possibility of losing their primary asset through a simplified eviction process, underscoring their vulnerability compared to other Fort Collins housing options. Because mobile home parks are private property with privately-owned infrastructure, enforcement under Municipal Code varies in both authority and level of service from other neighborhood types.

Oversight for MHPs is largely complaint-driven, leaving significant gaps in data, enforcement, and coordination, and many provisions authorize but do not require action. The City and the State’s Mobile Home Park Oversight Program (“MHPOP”) currently are limited in the ability to address systemic issues and ensure long-term livability in mobile home parks. Mobile home parks’ unique ownership model, privately maintained infrastructure, fragmented oversight, and limited avenues for residents to assert their rights create distinct challenges in Fort Collins, with the greatest differences from other neighborhoods seen in three critical areas: habitability, accountability, and empowerment.

To respond, 88 strategies were developed with guidance from residents and subject matter experts, organized into 10 flowcharts that establish phased pathways to compliance. These strategies emphasize voluntary compliance, flexible timelines, and escalation only when necessary, ensuring that each park can progress at its own pace while strengthening habitability, accountability, and empowerment for residents. Based on life, health, and safety concerns; urgency of need for intervention; and frequency of MHP resident complaints, staff is recommending:

Centralizing MHP program management and creating a MHP licensing program

Addressing urgent concerns

Addressing longer-term issues through escalating enforcement strategies

Municipal Code updates to support the recommendation

September 23, 2025

# WORK SESSION AGENDA

## ITEM SUMMARY

City Council



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### STAFF

JC Ward, Community Engagement Manager, Housing & Community Vitality

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### SUBJECT FOR DISCUSSION

#### Mobile Home Park Oversight and Enforcement

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### EXECUTIVE SUMMARY

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1. Centralizing MHP program management and creating a MHP licensing program
2. Addressing urgent concerns
3. Addressing longer-term issues through escalating enforcement strategies
4. Municipal Code updates to support the recommendation

## **GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED**

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1. Would Council like to move forward with a MHP licensing program that supports expanded enforcement strategies?
2. Are there additional outcomes or strategies Council would prioritize besides those in the staff recommendation?

## **BACKGROUND / DISCUSSION**

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### **Council Priorities Alignment:**

Council Priority 1 – Operationalize City resources to build and preserve affordable housing

Council Priority 2 – Improve human and social health for vulnerable populations

Council Priority 7 – Protect community water systems in an integrated way to ensure resilient water resources and healthy watersheds

### **Strategic Plan Alignment:**

Mobile Home Park Enforcement work aligns with housing, equity, and water efficiency strategies for:

- Affordable, healthy, stable housing
  - Fort Collins 2024 Strategic Plan NCV 1
  - Housing Strategic Plan, Strategy 2
- Equitable access to programs and services; inclusive engagement
  - Fort Collins 2024 Strategic Plan NCV 3
  - Equity 2023 Plan, Goal 2
- Supporting MHP community organizing efforts
  - Housing Strategic Plan, Strategy 24
- Supporting Code enforcement efforts for blighted properties
  - City Plan, Strategy SC-1b
- Enhancing water efficiency programs
  - Our Climate Future Plan, Strategy CRC3
- Improving infrastructure in low-income neighborhoods
  - Our Climate Future Plan, Strategy HAH8

### **Background**

Mobile home parks represent an important housing choice in Fort Collins. They are a significant form of private, unsubsidized, “naturally-occurring” affordable housing. There are nine mobile home parks within the city limits with 1,400 homes and 14 mobile home parks with 2,100 total units in the Fort Collins Growth Management Area (“GMA”). Five of these neighborhoods in the GMA are immediately adjacent to City

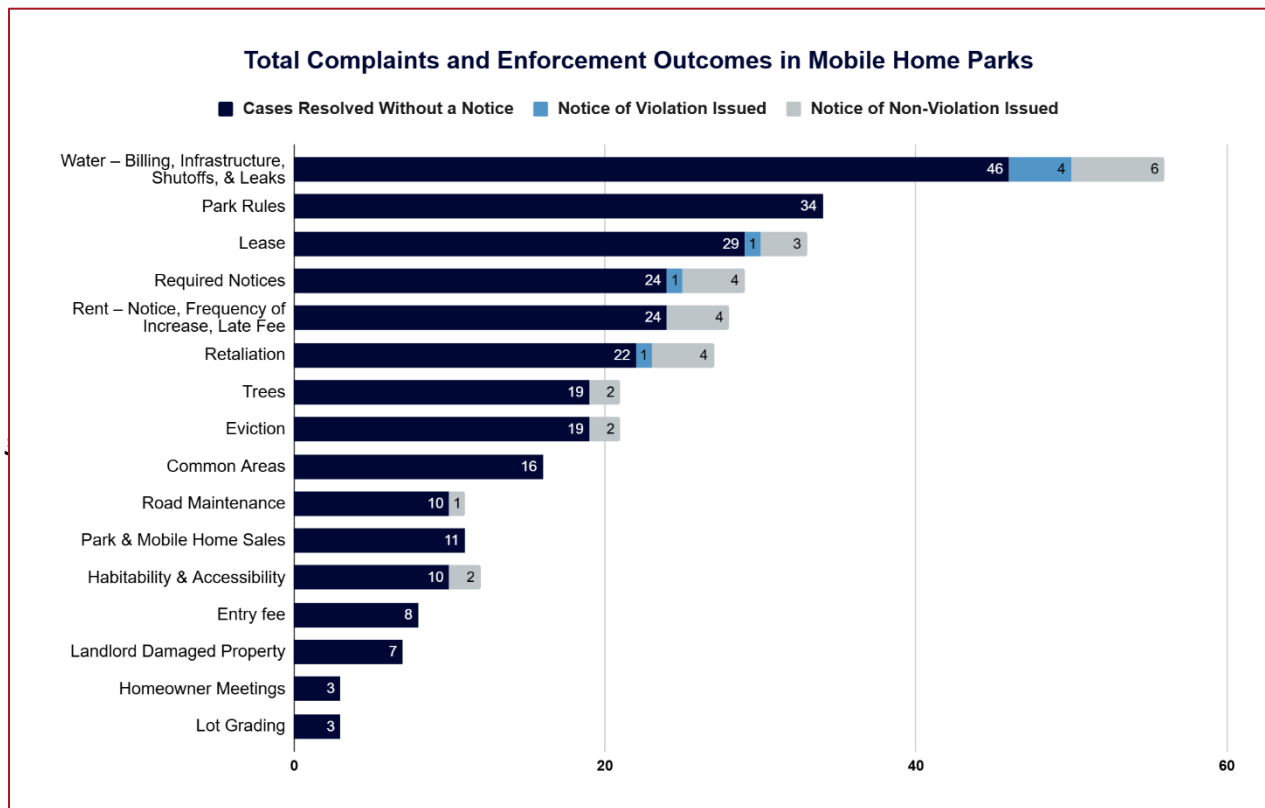
limits and in areas where long-range planning discussions about annexation are currently underway, like the Mulberry Corridor.

Mobile home parks are private property, as are their streets, water infrastructure, and most fencing and safety lighting. MHP owners are responsible for maintenance, repair, and assessment of their property's infrastructure, which leads to inconsistency across MHP neighborhoods, raising concerns over habitability and safety when compared to other neighborhood types with City oversight of infrastructure. Additionally, MHP neighborhoods in Fort Collins are home to some of the largest concentrations of historically underserved populations who are less likely to contact the City for assistance or resources, including non-English speakers, lower-income households, and senior citizens.

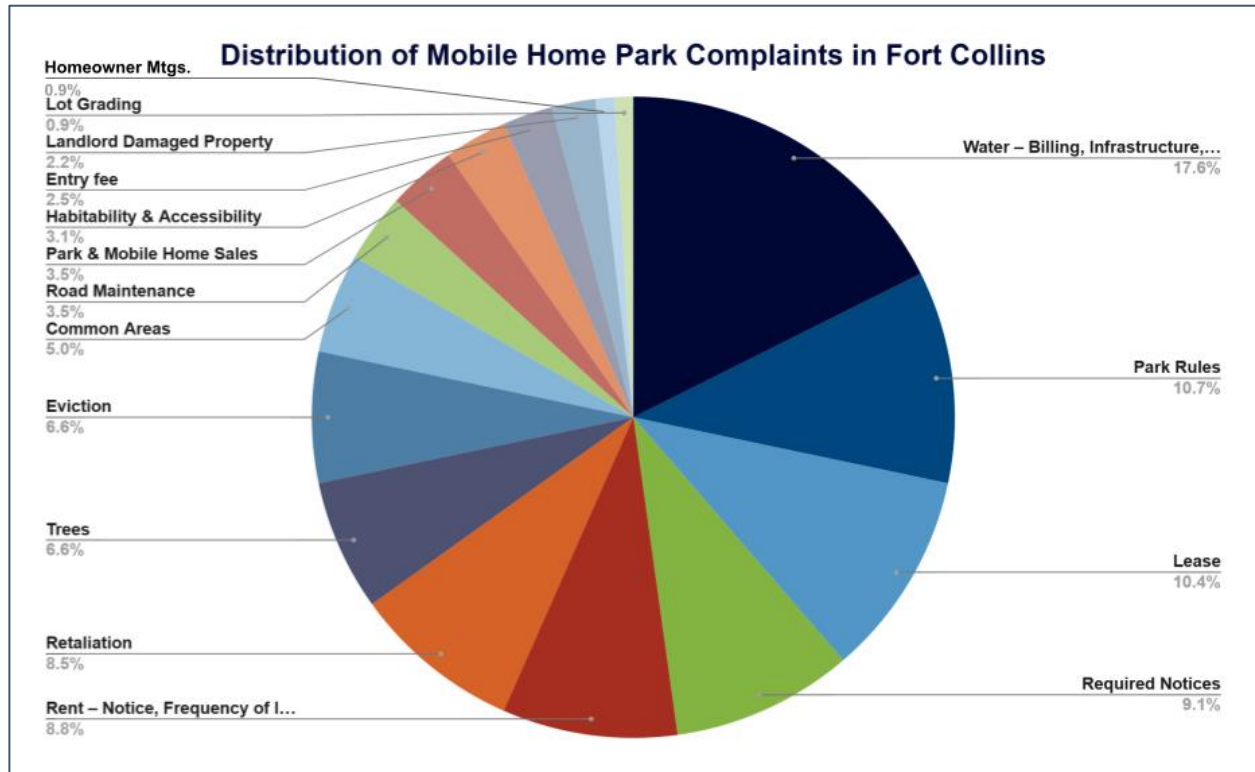
Oversight of portions of mobile home park habitability, livability, and safety is vested in the State of Colorado's Mobile Home Park Oversight Program ("MHPOP"), six City of Fort Collins' Service Areas, Larimer County, Colorado Department of Health and Environment ("CDPHE"), U.S. Department of Housing and Urban Development, and MHP owners. MHP residents and owners can file complaints with MHPOP or the City for assistance with concerns under their jurisdiction.

Fort Collins mobile home park resident complaints to MHPOP from 2020 through 2024 are summarized in **Figures 1 and 2** below.

**Figure 1: Number of Fort Collins MHPOP Complaints and Enforcement Outcomes by Category 2020-2024**





**Figure 2: Distribution of Fort Collins MHPOP Complaints by Category 2020-2024****Discussion:**

**Property Types have Different Oversight Responsibilities, Regulation, and Enforcement Levels; Creating Disparate Outcomes**

**Differences in Property Types****Mobile Home Parks compared to HOA-Governed Single, Detached Unit Neighborhoods**

Mobile home parks do not receive a level of City services that aligns with their needs, due in large part to MHPs being situated at an intersection of multiple property types. Because of the divided asset nature of the property, mobile home residents may own their home but do not own the land. Similar to residential neighborhoods with single, detached homes and homeowners' associations ("HOA"), MHP residents can control most aspects of the interior of their home, its maintenance, and improvements; but are subject to community rules that govern their home's exterior. MHP residents do not control common areas in their neighborhoods or their property's infrastructure, which are the responsibility of the MHP owner. Unlike HOA-governed neighborhoods, MHP residents can be evicted from a home they own through a simple eviction proceeding, not a more involved lien/foreclosure procedure. HOA members participate in their community rulemaking and enforcement processes and can hire a property manager of their choosing. MHP owners make those decisions for the property without resident input.

**Mobile Home Parks' Private Water Infrastructure vs. Public Water Systems**

Unlike residents of HOA neighborhoods, mobile home park residents do not receive direct services from a public water provider. Water infrastructure in MHPs is owned and maintained by the property owner. The MHP owner is the water utility customer with the public system supplying water and assuring its quality up to the "master meter" that connects the mobile home park's private water system with the public one. This means the water quality, adequate water supply, and safe removal of wastewater is the responsibility of the MHP owner. CDPHE regulates and enforces water quality and safety standards in mobile home parks but has little on-the-ground inspection or oversight capacity to assure infrastructure maintenance or performance. MHPOP regulates notices for water shutoff and leaks, requirements to provide potable water and toilet access for long water outages, functionality of water and wastewater systems, and the

responsibility of management to keep water infrastructure in good repair. MHPOP also has few on-the-ground inspectors to investigate the functionality of water infrastructure. There is no publicly available information on the maintenance schedules or current state of MHP water infrastructure, although this type of information is available for public water systems. Issuing and collecting payment for MHP residents' water bills is also the responsibility of the MHP owner. Owners receive a bill from the public water provider for the entire park's water usage and residents are rebilled for water by the MHP owner, not the public utility. MHPOP and the City have some oversight authority of water rebilling methodology but struggle with accessing data needed to perform audits and resolve complaints. The public water utility cannot release information about the MHPs overall water charges or customer information and cannot review or comment on residents' private water bills, while they can provide those services to their direct water customers.

### **Mobile Home Parks compared to Multi-Unit Residential Properties**

Mobile home parks are most similar to multi-unit residential properties with private roads. MHPs and apartment complexes have private roads, lighting, and sidewalks, making them the responsibility of the property owner, not the residents or the City to maintain or repair. City Staff can inspect these on a complaint-basis, work toward voluntary compliance with owners, or issue violation notices for applicable property maintenance or nuisance codes. Property managers have similar oversight responsibilities in both neighborhood types for community rules, speed limits, maintenance standards, trash and recycling, and amenities like common areas or pools. Residents in multi-unit complexes and mobile home parks do not select their property managers or have input into their performance evaluations. Mobile home park and onsite, live-in managers are the only property managers in Colorado who do not have minimum training or continuing education requirements. All other property managers are required to hold a real estate broker's license and participate in 24 hours of additional training every three years, half of which are related to State legislative changes and practice issues.

Some divergence between problems experienced by MHP residents and those in multi-unit housing include concerns related to private water infrastructure, property management entry authority, and ability of the property owner to deprive residents of assets. Issues seen in mobile home parks like water quality, adequacy, and water/wastewater line maintenance are not found in multi-unit properties because they receive service directly from the municipal water utility. However, shared water rebilling concerns may exist for apartments, townhomes, condominiums, other multiplex properties, as well as mobile home parks due to lack of transparency or complicated rebilling calculations. Property managers for multi-unit complexes are allowed to enter, inspect, and perform maintenance in units in alignment with entry notice requirements. MHP managers are not allowed to enter a mobile home without the written consent of the homeowner except in emergencies. Entry onto a mobile home lot is allowed with sufficient legal notice and if entry is for a lawful purpose. These differences in legal right of entry are due to the divided ownership of mobile homes and lots.

A large percentage of MHP residents own their homes and have a significant financial investment in the unit. For many, their home is their highest value asset. In Fort Collins, mobile homes can appreciate in value over time. For example, one home in Harmony Village purchased for \$23,000 in 2012 recently sold for \$100,000. However, in mobile home parks, homeowners are at risk of losing their major asset through a simple eviction process, the same process for evicting renters in other property types. Eviction in a mobile home park requires the homeowner to move or sell their home and vacate the property within 30 days. In Fort Collins, there are currently no vacant MHP lots and only one in the GMA. Moving a mobile home locally costs approximately \$4,000-\$15,000 if the home is structurally sound enough to move, which much of our mobile home stock is not. Advertising and selling a home in this area is also challenging within the 30-day timeline. These conditions force some homeowners to abandon their home, which then becomes property of the MHP owner to sell or rent, allowing deprivation of a large asset through a simple eviction process, unlike any other housing type.

## Differences in Land Use Code Requirements

Compared to other housing or neighborhood types, an MHP's built environment shares some requirements under the Land Use Code with single, detached dwelling neighborhoods; some with multi-unit, attached neighborhoods; and some specific only to mobile home parks.

**Table 1: Comparison of Land Use Code Requirements by Neighborhood Type**

	MOBILE HOME PARKS	SINGLE, DETACHED HOMES	MULTI-UNIT, ATTACHED HOMES
STREETS	<ul style="list-style-type: none"> <li>Private Streets</li> <li>Required Connectivity to surrounding neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>Required Connectivity to surrounding neighborhoods</li> <li>Public Streets that require:               <ul style="list-style-type: none"> <li>Curb/Gutter</li> <li>Sidewalks</li> <li>Street Trees</li> <li>On-street parking</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Private Streets</li> <li>Required Connectivity to surrounding neighborhoods</li> </ul>
LIGHTING	<ul style="list-style-type: none"> <li>Maximum Lumens Regulated</li> </ul>	<ul style="list-style-type: none"> <li>Maximum Lumens Regulated</li> </ul>	<ul style="list-style-type: none"> <li>Maximum Lumens Regulated</li> <li>Minimum Safety Requirements</li> </ul>
TRASH	<ul style="list-style-type: none"> <li>Allows either communal trash or individual collection</li> <li>Design requirement for trash enclosures</li> </ul>	<ul style="list-style-type: none"> <li>Allows either communal trash or individual collection</li> <li>Design requirement for trash enclosures</li> </ul>	<ul style="list-style-type: none"> <li>Requires communal trash collection</li> <li>Design requirement for trash enclosures</li> </ul>
GATHERING SPACE	<ul style="list-style-type: none"> <li>Zoning District Dependent</li> <li>Not required</li> <li>If present, required to be within .25 mile of a park</li> </ul>	<ul style="list-style-type: none"> <li>Zoning District Dependent</li> <li>Not required</li> <li>If present, required to be within .25 mile of a park</li> </ul>	<ul style="list-style-type: none"> <li>Required to have plaza, courtyard, patio or garden</li> </ul>
PARKING	<ul style="list-style-type: none"> <li>1 parking space per dwelling unit</li> </ul>	<ul style="list-style-type: none"> <li>1 space if street frontage &gt; 40 ft</li> <li>2 spaces if ≤ 40 ft.</li> </ul>	<ul style="list-style-type: none"> <li>No minimum parking spaces</li> </ul>

## Differences in Municipal Code Enforcement

Because mobile home parks are private property with privately-owned infrastructure, enforcement under Municipal Code varies in both authority and level of service from other neighborhood types. Some Municipal Code exclusively addresses enforcement in mobile home parks, but not other neighborhoods, primarily to address inequities.

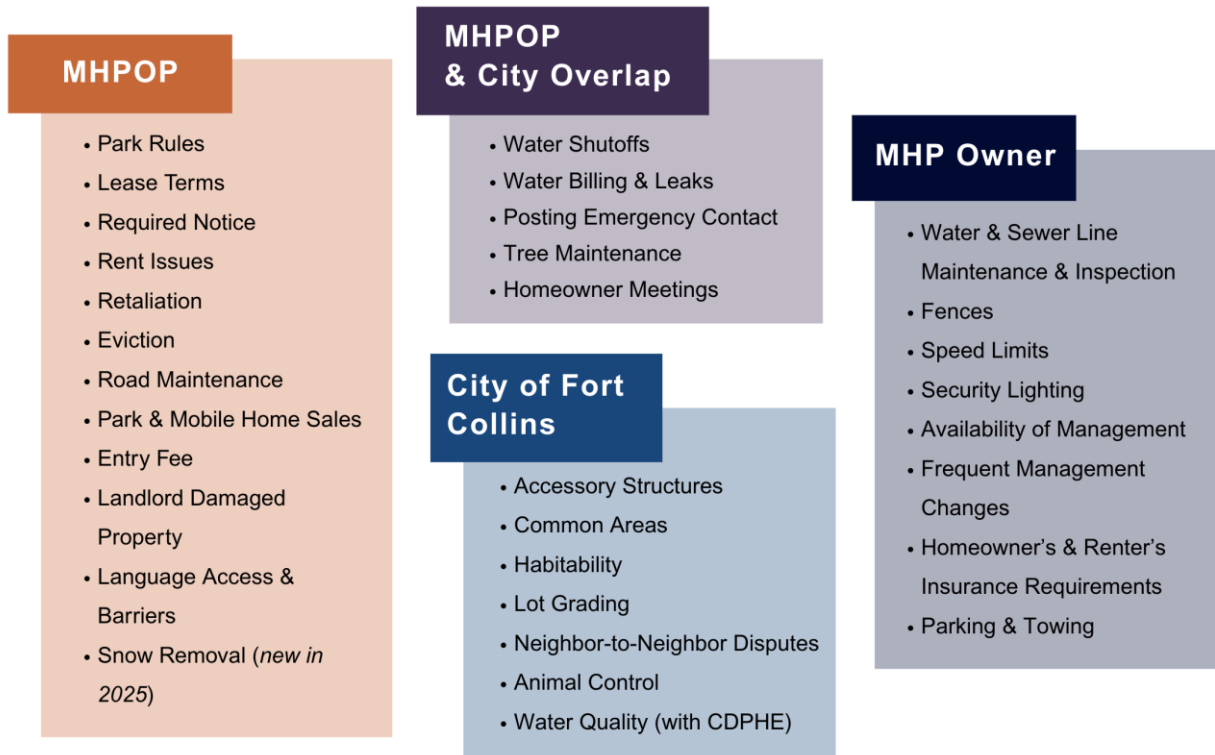
**Table 2: Comparison of Municipal Code Enforcement Authority for MHP Complaint-Related Issues by Neighborhood Type**

Topic	Enforcement Authority in Mobile Home Parks?	Enforcement Authority in Single, Detached Homes?	Enforcement Authority in Multi-Unit, Attached Homes (with private streets)?
Complaint-based Rental Inspections	Yes	Yes	Yes
Trees that cause damage to structures or impede egress (Complaint-based)	Yes	Yes	Yes
Leak Notification System Participation	No But Code Requires	No Voluntary Participation	No Voluntary Participation

Street Lighting	Complaint-based only	Yes	Complaint-based only
Speed Limits	No	Yes	No
Parking	No	Some  Restricted to designated neighborhoods	No
Road Hazards	Complaint-based only	Yes	Complaint-based only
Water/Wastewater Infrastructure Assessment & Maintenance	No	Yes	Yes
Water Quality Testing	No	Yes	Yes
Hazardous Tree Abatement	No	Yes  Threats to public or right of way only	Yes  Threats to public or right of way only
Water Billing Audits	No  But Code allows	Yes	Yes
Snow Removal	No  Many do not have sidewalks and private streets do not have City snow removal	Some  Based on capacity and street type priorities	Some  Sidewalks in multi-unit complexes not enforced by City
Nuisance Code Inspections	Yes  But currently complaint-based only	Yes	Yes
Emergency contact info posting	Complaint-based only	N/A	N/A

### Inconsistent Jurisdiction & Gaps

While overlap exists between City of Fort Collins and MHPOP oversight related to some common issues, each entity also has its own unique authority over others. In addition, mobile home park owners have a number of enforcement responsibilities specified in state and local legislation as well as those necessary to operate the MHP that lie outside of current adopted laws. **Table 3** below lists the categories of complaints and oversight authority for mobile home parks in Fort Collins. These categories derive from both MHPOP data, Fort Collins Access cases, and public engagement input.

**Table 3: Oversight Authority for Common MHP Issues**

### Municipal Code Enforcement Gaps

Where Municipal Code specific to mobile home parks currently exists, the level of enforcement and scope of the Code can still fail to adequately meet their needs. Twenty-nine teams across six City Service Areas have projects in local mobile home parks while 13 also have some level of enforcement responsibility. This can lead to issues coordinating responses internally, as the City organization does not have shared standard operating procedures or centralized information-sharing platforms to help address MHP issues. For example, street lighting standards are described in the Land Use Code and are enforced inside mobile home parks on a complaint basis by Building Services but at entrances along public streets proactively by Utilities Light & Power. There is no standard for sharing concerns about street lighting between the two groups, no shared database to log complaints or inspections, no reporting expectations to other departments regarding the issue, or consistent feedback to residents who made complaints.

Dispersed oversight within the City also leads to inconsistent policy decisions about adequate levels of service and priority areas of focus for enforcement personnel. Some Municipal Code grants authority for enforcement without requiring it, so the 'how' and 'when' are left to multiple teams to determine independently. Most City Code officers are authorized to enter MHPs to conduct proactive inspections, but currently those are primarily conducted on a complaint basis. Although this complies with Municipal Code, complaint-based MHP inspections do not provide enough data to objectively assess baseline conditions or efficacy of intervention strategies.

While most Municipal Code outlines responsibilities and mechanisms for enforcement, some does not. Municipal Code Chapter 18 addresses many issues in mobile home parks and allows oversight and enforcement by a designated specially commissioned officer but does not require any City department to commission or house that officer. There is currently no City employee whose workload includes review of continuous consumption notices for MHP water customers to assess voluntary compliance for the State's resident notifications although it is authorized in the Code. Likewise, the posting of emergency contact information for MHPs is a Code requirement but has no enforcement procedures or responsible personnel.



Current Municipal Code requiring proactive mobile home rental inspections are impractical to enforce and are counter to Council direction for the Rental Housing Program. Municipal Code Section 18-4(b) requires that all mobile home rental units be inspected within 60 days of the effective date (1987) and every five years thereafter. The Rental Registration Program excludes mobile home park neighborhoods largely due to displacement potential. The City does not have information on how many mobile homes are rental units or where they are located, making it impossible to adequately staff proactive inspections for potentially hundreds of units every five years.

### **Legislative Authority Gaps**

Over the last six years, the City's Mobile Home Park Residents' Right Team implemented projects to improve transparency and accessibility of resources, encourage collaboration among City departments, provide a support network for residents, and develop or enhance enforcement mechanisms. To help address financial barriers and improve voluntary compliance, the team has offered mini-grants, emergency assistance, and mobile home improvement grants. The focus of the MHP Residents' Rights Team to this point has been addressing urgent issues and frequent complaints. However, staffing and resource constraints have limited a more proactive, strategic approach to setting priorities and making gains in sustainably meeting the needs of Fort Collins' mobile home parks.

In evaluating strategies that could maximize impact under existing Municipal Code or State law, improve MHP conditions through more consistent operating procedures, and address gaps and coordination among regulatory entities, the limitations of authority under current legislation emerged. Because private infrastructure, streets, and trees in mobile home parks are the responsibility of the property owner to assess and maintain, the standard applied is different between mobile home parks, owners, and managers. The absence of a governing body to review standards set by MHP owners in these areas and determine if they meet minimum expectations for living conditions, or if their enforcement is adequate to assure habitability creates conditions that are currently beyond oversight.

Based on MHP resident feedback, MHPOP complaints, Access Fort Collins cases, and a review of current legislation, the following limitations on authority have been identified as impacts to the City's ability to resolve underlying issues for long-term MHP vitality.

The City and MHPOP currently lack the ability to:

- Require submission and public availability of data related to MHP infrastructure, maintenance, condition, rules, water outages and water quality, average lot rent, rent increases, or operations
- Require assessments of their infrastructure and park conditions on a set schedule
- Perform assessments or abate issues like water infrastructure repairs and maintenance, hazardous trees, and non-compliance with State law to provide potable water and toilet access during outages in the absence of MHP owner assessments or abatement
- Charge costs for assessments or abatement to MHP owners for private property/infrastructure
- Set and enforce standards for speed limit enforcement by MHP managers/owners
- Require MHP Manager training or education

### **Discussion:**

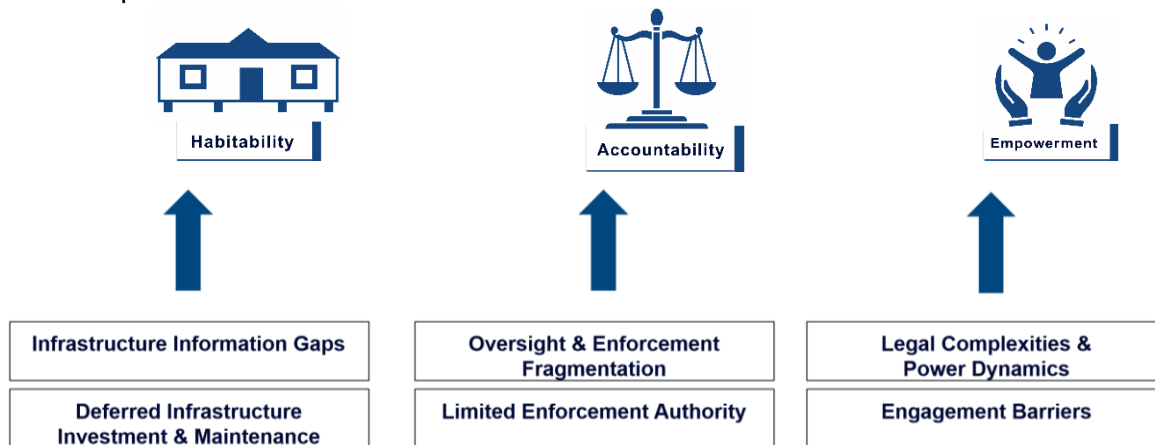
#### **Aligning Mobile Home Park Needs with Levels of Service to achieve Comparable Outcomes with Other Neighborhoods**

Because mobile home parks have unique challenges related to their ownership and governance model; privately-owned infrastructure; fragmented oversight; and complex, often divergent methods for residents to assert their rights; outcomes for basic needs, accountability, and resident empowerment are distinct from those in other Fort Collins neighborhoods. Outcomes where MHPs and other neighborhood types

vary the most fit into three categories needed to support MHPs: habitability, accountability, and empowerment.



Root causes of disparate outcomes in mobile home park neighborhoods discussed above have direct impacts on the decreased ability to achieve parity with other property types. Specifically, private infrastructure maintenance, lack of investment in infrastructure over time, and lack of transparency for residents regarding the state or function of infrastructure decreases the safe, healthy, quality living conditions in MHPs impacting habitability. Limitations on oversight authority, enforcement levels, and regulation directly impact the amount of accountability and transparency available currently to enforcement personnel to gain compliance from MHP owners. The split responsibilities, rights, and ownership of mobile home parks create power dynamics that are difficult to overcome for residents to be able to engage in conflict resolution. That, combined with the complexity of navigating complaint and legal systems, creates situations where residents may not be able to effectively resolve conflict or advocate for their rights, a barrier to empowerment.



A cross-departmental City team identified and evaluated strategies to enhance enforcement and address root causes of the disparities. A total of 88 unique strategies were crafted, guided by community voices and subject matter experts, to focus on the challenges resulting from inconsistent jurisdiction, oversight, and regulation. Consideration was also given to the anticipated effectiveness of the strategy in addressing MHP issues and alignment with City oversight authority in other neighborhood types. While some strategies are direct enforcement or escalation of current enforcement focused on compliance by MHP owners, others relate to City-focused outreach and activities such as improvements to internal coordination or exploration of additional protections in Municipal Code.

To implement these strategies, 10 specific MHP issues where the current level of City enforcement is insufficient to impact habitability and accountability outcomes were distilled from engagement feedback and complaint data. The 10 issues and the outcomes they effect are outlined in **Table 4**.

**Table 4: Focus for Strategy Implementation by MHP Issue**

Outcome	MHP Issue
Habitability: Safe, Functional Infrastructure	<ol style="list-style-type: none"> <li>1. Water Infrastructure Maintenance</li> <li>2. Water &amp; Toilet Access during Water Outages</li> <li>3. Water Infrastructure Leak Repair</li> <li>4. Road Hazard Maintenance</li> </ol>
Habitability: Safe Green Infrastructure	<ol style="list-style-type: none"> <li>5. Hazardous Tree &amp; Canopy Maintenance</li> </ol>
Habitability: Safe Living Conditions	<ol style="list-style-type: none"> <li>6. Speed Limit Enforcement Oversight (enforcement by MHP owner)</li> </ol>
Accountability & Transparency	<ol style="list-style-type: none"> <li>7. Water Rebilling Oversight</li> <li>8. Lot Rent</li> <li>9. Water Outage &amp; Boil Water Notices</li> <li>10. Park Rules</li> </ol>

Strategies developed exclude City enforcement, outside of requiring disclosure of information, related to: retaliation, lease terms, or park rules although they have a high frequency of complaints to MHPOP and the City. Underlying legal determinations and the level of review needed to take on enforcement would significantly impact staff capacity and likely require an Administrative Hearing Officer to review evidence and resolve the dispute. MHPOP is better suited and resourced to investigate and issue determinations on these complaints. Likewise, regulation of water quality standards requires a level of technical expertise that already exists in the current oversight agency, CDPHE, so strategies around additional enforcement by the City were not considered. However, educational support and some resources from the Water Quality Lab will continue to be accessible by MHP residents, managers, and owners. The City has already begun improvements to coordination and communication with these enforcement entities.

### **Progress for MHP Strategies by the City**

City-focused strategies to build on ongoing departmental work were also identified through the design process and include:

- Shifting to annual MHP-wide inspections from complaint-based
- Creating standard operating procedures and process maps for responses to residents
- Mapping all MHP streetlights and safety lighting, indicating ownership and responsibility
- Exploring Municipal Code update to eliminate bans on fences in mobile home parks

Progress on other City-focused strategies to support enforcement and improve outcomes in MHPs was made as a result of the cross-departmental focus this year and active participation by decision-makers at multiple levels of the City organization including:

- Shared data collection and analysis of MHP complaints and Code violations
- Expanded education on Building Permit requirements; creation of design templates for decks, sheds, carports; translation of Permit applications into Spanish
- New Community Consultants opportunities for Nuisance Code educational assessments
- Water quality testing for households by One Water (availability dependent on Water Quality Lab capacity)

In 2025, a Neighborhood Liaison position was temporarily redeployed through December as the MHP point person, while there were tradeoffs that reduced the amount of programming and types of engagement for other programs like Next Level Neighborhoods and Eviction Legal Fund, the redeployment improved internal and external coordination and provided consistency.

### **Implementation of Enforcement Strategies through MHP Licensing Program**

Implementation of MHP owner-focused enforcement strategies requires a centralized program, point person, and overarching compliance program. Staff proposes accomplishing this through a Mobile Home Park Licensing program as an umbrella to move forward enforcement components, streamline communication, and prioritize work.

A licensing program would include:

1. Mandatory registration & submission of data
  - Water infrastructure assessment & maintenance schedule
  - Water outage & boil notice frequency/duration
  - Water billing methodology & submeter maintenance schedule
  - Tree hazard & canopy assessment & maintenance schedule
  - Average lot rent, amount/frequency of rent increase, line-item description of rent increases
  - Road hazard assessment & maintenance schedule
  - Speed limit & enforcement standards
  - Park rules
2. Publicly available dashboard to support habitability and accountability
3. Certification of all MHP Managers
4. Completing or making substantial progress toward completing all required tasks to address issues

Due to resource and staffing constraints, a proposed MHP licensing program would begin by addressing prioritized issues (discussed below) and incorporate enforcement strategies for additional MHP issues as outcomes improve in priority areas, eventually addressing all 10 identified issues and expanding to others as needed.

### **Proposed Enforcement Process**

Strategies for the 10 identified MHP issues were sorted into flowcharts of escalating enforcement interventions and pathways to compliance for habitability and accountability standards seen in similar neighborhood types. Each flowchart is designed with:

- Voluntary compliance “off ramps”,
- Time allowed before enforcement escalation,
- Required tasks to be completed in order, and
- Ability for each park to move through the phases of enforcement at an individual pace based on their voluntary compliance/penalties for non-compliance/abatement and cost recovery rather than under a prescribed timeline.

Flowcharts for enforcement escalations for each issue are in **Attachment 1**.

Organizing strategies within phases allows MHPs to complete required tasks in each phase to move forward through voluntary compliance or escalation of enforcement based on their choices but guarantees consistency in results with each MHP completing the same set of tasks. It also keeps each MHP and the

program moving toward habitability and accountability outcomes without waiting for every MHP to catch up, as they are starting from very different places that may require different support to assist with voluntary compliance along the way. Some resources to assist with voluntary compliance throughout the phases would be available but are not indicated specifically in the enforcement escalation flowcharts. These are still under development and resource-dependent, but could include infrastructure repair grants, rebates for equipment, or connection with other available City resources (like Art in Public Places or FC Moves for traffic calming installations at MHP entrances on public streets).

Once MHPs have completed required tasks in Phases 1 and 2, they become eligible for park-wide incentives like use of leak detection loaner kits or tree swap programs to replace unhealthy trees with native, water-conserving ones.

Implementation of increased enforcement strategies, penalty structures, or abatement would need to prohibit MHP owners from passing costs of the program to residents. The transparency created by requiring disclosure of rent-related information and requiring itemized notices of rent increase would assist in assuring that residents do not bear additional enforcement or non-compliance costs.

### **Phase 1**

Each escalation flowchart begins with every mobile home park entering Phase 1 at the outset of the program for assessment of conditions, baseline data collection, community survey, or education to support voluntary compliance. Each required data set has a voluntary compliance deadline ranging from 3 to 12 months after which penalties are imposed, and some compliance escalates to the City performing the assessment and charging costs to the MHP owner. It also includes abatement by the City and cost recovery from MHP owners for hazardous trees, providing potable water and toilet access for water outages of more than 12 hours, and water infrastructure leak detection. Phase 1 for some strategies will also necessitate establishing standard operating and communication procedures.

### **Phase 2**

The timing for each MHP entering Phase 2 depends on their individual completion of required tasks in Phase 1. All mobile home parks will enter Phase 2 for voluntary mitigation of water infrastructure leaks, tree canopy issues, and road hazards; enforcement of maintenance schedules and notices; and penalties assessed for failure to enforce standards set in Phase 1. For MHP owners who do not voluntarily mitigate infrastructure hazards, Phase 2 includes escalation to abatement of these by the City with the costs charged to the MHP owner.

### **Phase 3**

Once a mobile home park has completed the required tasks in Phases 1 and 2, they become eligible for incentives in Phase 3 to encourage continued voluntary compliance, such as use of leak detection loan-out kits to monitor changes in water infrastructure, or assistance with upgrades for enforcement-related projects like tree swaps to replace unhealthy trees with healthy, low water-use native species. Incentives in Phase 3 are dependent on resource availability.

General activities in each phase are described in **Table 5**. Required tasks are in bold.

**Table 5: Activities and Required Tasks in each Phase of Implementation**

Phase 1	Phase 2	Phase 3
<ul style="list-style-type: none"> <li>• Assessments of infrastructure &amp; MHP condition (voluntary or assessed by the City/contractor &amp; billed to the MHP owner)</li> </ul>	<ul style="list-style-type: none"> <li>• Voluntary mitigation for water infrastructure leak, tree canopy issues, &amp; road hazards</li> </ul>	<ul style="list-style-type: none"> <li>• Incentives to encourage continued voluntary compliance or assist MHPs with upgrades</li> </ul>
<ul style="list-style-type: none"> <li>• Data collection (submission required) with results available to the public</li> </ul>	<ul style="list-style-type: none"> <li>• Abatement &amp; cost recovery for water infrastructure leak, road hazard, &amp; tree canopy issues</li> </ul>	
<ul style="list-style-type: none"> <li>• Emergency abatement by City &amp; cost recovery from MHP owner for hazardous tree abatement, provision of water/toilet access after 12+ hour water outage, &amp; water infrastructure leak detection</li> </ul>	<ul style="list-style-type: none"> <li>• Enforcement of maintenance schedules</li> </ul>	
<ul style="list-style-type: none"> <li>• Establish MHP owner enforcement standards (speed limit, parking, security lighting)</li> </ul>	<ul style="list-style-type: none"> <li>• Enforcement of water outage notices</li> </ul>	
<ul style="list-style-type: none"> <li>• Education to support voluntary compliance &amp; provide best practices</li> </ul>	<ul style="list-style-type: none"> <li>• Penalties for non-compliant enforcement of standards (speed limits, tree health,...)</li> </ul>	
<ul style="list-style-type: none"> <li>• Continue participation in current Residents' Rights Team work, Nuisance &amp; Building Code Enforcement</li> </ul>	<ul style="list-style-type: none"> <li>• Require use of existing water submeters for billing (for non-compliance on water rebilling issues)</li> </ul>	

## NEXT STEPS

### Staff Recommendation

In assessing which outcomes to prioritize of the enforcement escalations developed by the team, focus remained on outcomes and included the following criteria:

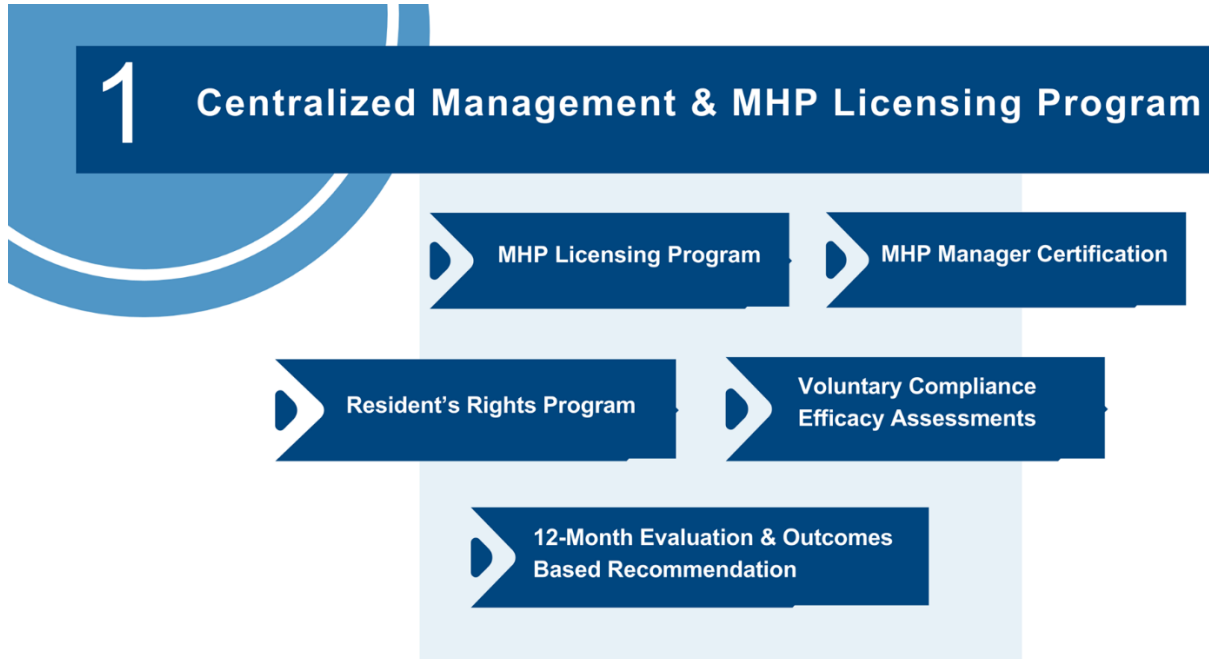
- Addresses Life, Health, or Safety Risk
- Need for Urgent Intervention
- Frequently Experienced Issue
- Anticipated Potential for Impact of Strategy
- Meets other Priority Goals of the City, MHPOP, or community



The number of those priorities to recommend for implementation and the extent of enforcement that staff would recommend at this time was also influenced by current capacity and resourcing constraints.

The staff recommendation is comprised of four sections and a staffing assessment to assist with consideration:

1. Centralizing management
2. Addressing urgent concerns
3. Addressing longer-term issues
4. Municipal Code updates to support the recommendation



The benefits of a centralized management structure and communication have been evident even in the months spent preparing for the Work Session. A designated point of contact for internal staff and community members along with regular, consistent, strategic communication among decision-makers from impacted City departments and frontline staff created opportunities for collaboration, efficiency, and shared progress. Housing an overarching MHP licensing program led by a designated point person allows this reliability and engagement to continue so the work can be done more intentionally. The licensing program would encompass required tasks from Phases 1 and 2 as well as educational resources, a public-facing dashboard to report data, and enforcement mechanisms to assure compliance with Municipal Code.

Because MHP managers are exempt from any training or education requirements in a situation where they have high levels of control over an entire neighborhood, a formal MHP Manager Certification would help support legal and ethical management principles, build a base of knowledge in the community, provide networking opportunities, offer otherwise limited professional development opportunities, and potentially reduce frequency of manager turnover.

The existing MHP Residents' Rights Team would continue its work and expand to include representatives from additional teams like Code Enforcement and Water Conservation. A program plan would be developed by the MHP Program point person to direct the work, outline deliverables, and assist with complex coordination among impacted staff to reduce fragmentation of the work and priorities.

## Address Urgent Issues & Charge MHP Owner for Service

2

Where MHP Owner is Non-Compliant, Authorize Staff to Address:	
Outcome	Strategy
Safe, Functional Infrastructure	Provide potable water and toilet access for water outages of 12+ hours
Safe Natural Environment	Abate hazardous trees upon notice to MHP and City
Safe, Functional Infrastructure	Detect and abate leaks in private water infrastructure

MHP owners are responsible under State law for providing potable water and toilet access for any water outage lasting more than 12 hours, maintaining trees so they are not a safety threat, and repairing water lines. However, there are practical limitations to some MHPOP enforcement that could be better addressed for urgent safety issues locally. MHPOP has limited on-the-ground inspection and no inspectors based in Fort Collins. Enforcement may result in penalizing the MHP owner for failing to comply with the law, but only after hazardous conditions exist or damage has been done. Most of the 12+ hour water outages in Fort Collins since the law has been in effect have been over weekends, holidays, or after normal business hours when CDPHE and MHPOP are not immediately available. MHPOP also lacks abatement authority so penalties can be assessed and directives issued to correct the violation in support of future compliance, but does not get residents drinking water or access to restrooms during the outage. The City could fill this gap in service with locally-available resources and potential coordination with existing water outage reporting systems and recover costs from the MHP owner.

There is no enforceable, consistent standard to define a “hazardous” tree or timeline for their mitigation for MHP owners. Because of this, a case-by-case determination of whether an individual tree is hazardous and appropriate response times must be made when a resident files a complaint with MHPOP. Additionally, MHPOP does not employ arborists or foresters who could inspect for a set of standards and recommend deadlines to address safety concerns for enforcement of the State law. MHPOP lacks authority to remove or prune trees in mobile home parks and can only enforce the property owner’s legal responsibility to do so. This a space where the City could also fill this gap. Multiple departments employ or contract additional work to licensed arborists and professional foresters based locally. Abatement of the urgent hazardous condition could be completed with costs recovered from the MHP owner by accessing the City’s available resources with the grant of additional authority.

Maintaining MHP water and wastewater lines in good working, functional order and repairing them in a manner consistent with safety and health standards is the legal responsibility of the MHP owner, enforced by MHPOP. As with hazardous tree abatement, the legal authority for both MHPOP and the City does not currently extend to correcting the violation, only allowing enforcement of the property owner’s requirement to do so. Because water line assessments require special training, no set standard exists for repair quality

or timelines, and most of the infrastructure is underground, MHPOP is at a disadvantage in investigating claims that the owner is not addressing urgent issues like water leaks in the system. MHPOP does not employ water operators, plumbers, or other technical experts in this field. Of special concern in mobile home park water infrastructure, are water leaks, because of both the safety conditions they may cause in the MHP and the environmental and financial costs directly impacting the community. Based on data for continuous water use in mobile home parks in Fort Collins, an estimated 5 million gallons per month or 60 million gallons of water per year is lost to potential leaks in infrastructure or in homes within the parks. The estimated cost is \$174,000 per year paid by MHP residents. MHP owners charge residents for water used in common areas, which would include costs for water lost to ongoing leaks. Because there is no State or local regulation specifically requiring leak detection in infrastructure, it often becomes maintenance that is deferred and has no direct financial incentive to repair. Water lost to infrastructure leaks is potable water that has already been treated by the City or Fort Collins-Loveland Water District before distribution to mobile home parks in city limits. When water from these leaks returns to the water cycle through ground water or stormwater, it must again be treated before it can be redistributed as potable water, costing the public water utility each time, impacting conservation goals and capacity. Because continuous use of water may include infrastructure leaks and/or household leaks, eliminating continuous use requires determining the source. By requiring that MHPs assess their water infrastructure for leaks and repair them, attention could then be redirected to more dispersed water leaks occurring inside homes. Due to the estimates of the amount of water that likely indicates some level of infrastructure leaks in MHPs and its cost to residents, leak detection and repair is an urgent issue. Fort Collins One Water has experts in the field of leak detection and quality equipment to be able to detect leaks, recommend a repair schedule, and charge costs for the service back to the MHP owner.

3 Monitor & Address Longer-Term Issues	
MHP Issue	Enforcement Strategies
Water Infrastructure Maintenance & Oversight	Infrastructure assessment, data submission, enforcement of maintenance schedule, penalties for non-compliance
Water Infrastructure Leaks	Leak notice program participation, required leak detection, required leak repair, MHPOP referral and penalties for non-compliance
Hazardous Tree & Canopy Oversight	Infrastructure assessment, data submission, enforcement of maintenance schedule & hazardous tree mitigation, abatement by City of hazardous trees, penalties for non-compliance
Water Outage & Boil Notices	Data submission, best practice recommendations & training from One Water & CDPHE

Because the Staff Recommendation was formulated to prioritize resolution of life, health, and safety issues, and urgent needs, implementation would address the root causes of the majority of MHPOP complaints from Fort Collins mobile home park residents over the last four years.

## Recommended Municipal Code Updates

# 4

### Require:

- **MHP Licensing Program participation**
- **Submission and public availability of data**
- **Assessments** of MHP infrastructure
- MHP Manager **certification**
- **Costs are not passed along** to residents for any portions of the program or compliance
- MHP owner **responsibility for damage caused by hazardous trees**

### Authorize City Staff to:

- **Perform assessments** where MHP owner is non-compliant
- **Abate infrastructure issues** where MHP owner is non-compliant
- **Charge costs for assessments or abatement** to MHP owners for private property/infrastructure

### Remove:

- Proactive **rental inspection requirements** for mobile home units

## Staffing Assessment

Centralized Role	Functions	Scalability
<b>MHP Program Point Person</b>	<ul style="list-style-type: none"> <li>• Central contact for internal and external coordination</li> <li>• Strategic planning</li> <li>• SOP development</li> <li>• Coordination with regulatory/enforcement entities &amp; City departments</li> <li>• Outcome assessments</li> <li>• Data-driven decision-making &amp; recommendations</li> </ul>	
<b>Specially Commissioned Officer</b>	<ul style="list-style-type: none"> <li>• Administrative compliance</li> <li>• On-the-ground investigations</li> <li>• MHP Municipal Code enforcement</li> <li>• Coordination of contractors</li> </ul>	Support temporary enforcement surge
<b>Program Coordinator</b>	<ul style="list-style-type: none"> <li>• Assist with MHP owner, manager, &amp; resident engagement</li> <li>• Assist with administrative duties</li> <li>• Compliance support</li> <li>• Outreach planning &amp; delivery</li> </ul>	Right-size based on programming

Staff capacity issues would need to be considered prior to implementation to ensure that existing pressures are not exacerbated by program components. Because City staff across numerous departments currently carry out enforcement, outreach, and other projects in mobile home parks and with MHP residents, an inventory of the hours, positions, and job duties is needed to restructure that work in a more efficient operational model under a centralized MHP program.

Resources for Code enforcement are currently spread across multiple departments and service areas, each with their own priorities, budgets, procedures, and levels of service. Because these responsibilities

are housed in multiple departments, most teams only contribute a few hours each week or month to support MHP work. This poses a huge challenge to effective Code enforcement in mobile home communities. Whether MHP work is prioritized and to what extent is left to each supervisor, largely outside the consideration or coordination with other teams working in the space. Additionally, because each area only handles a small portion of the overall enforcement load, these activities are extremely vulnerable to service-level reductions and budget cuts as departmental priorities shift with decreases in funding.

This also poses a customer service challenge. The depth and breadth of City services are often overwhelming, making it difficult for community members to know which department handles which issue. The current system sends community members through a maze of different email addresses and phone numbers to determine who can help them with their specific complaint.

Because of the complexity of this work, significant coordination is required to work across MHPOP, CDPHE, Larimer County, and City departments. In this way, MHP enforcement becomes more about case management and resource consultation than about simple inspection or citation processes.

### Potential Funding Streams

Acknowledging the challenging current financial climate, funding and staffing even the recommended scope of the program requires identifying sustainable, reliable funding streams outside the City's General Fund.

- **MHP Licensing Fees** would provide annual revenue for the program, but would be set at levels calibrated to balance program funding needs with financial burden on property owners and potential for displacement.
- **MHP Manager Certification Fees** in alignment with cost recovery for staff time and real estate broker's training/testing fees (currently required for all property managers except mobile home park and onsite) would provide professional development opportunities, offset City costs, and encourage employee retention by MHP owners.
- **Non-compliance penalties** are anticipated to be higher at the outset of the program, which would aid in funding investigatory/compliance staff, however, are challenging to project until implementation begins.
- **Fee for service** that charge costs back to the mobile home park for abatement or assessments could also include some level of administrative processing, scheduling, or convenience fees. Some services City staff or contractors could provide cost less than work performed by other contractors in the area, making this a potentially attractive option for MHP owners even with additional fees.
- **Grants, nonprofit funding, and community partnerships** are potentially available, although unreliable sources of funding offset. A program point person could assist in exploring more long-term, consistent opportunities for this type of funding.

### ATTACHMENTS

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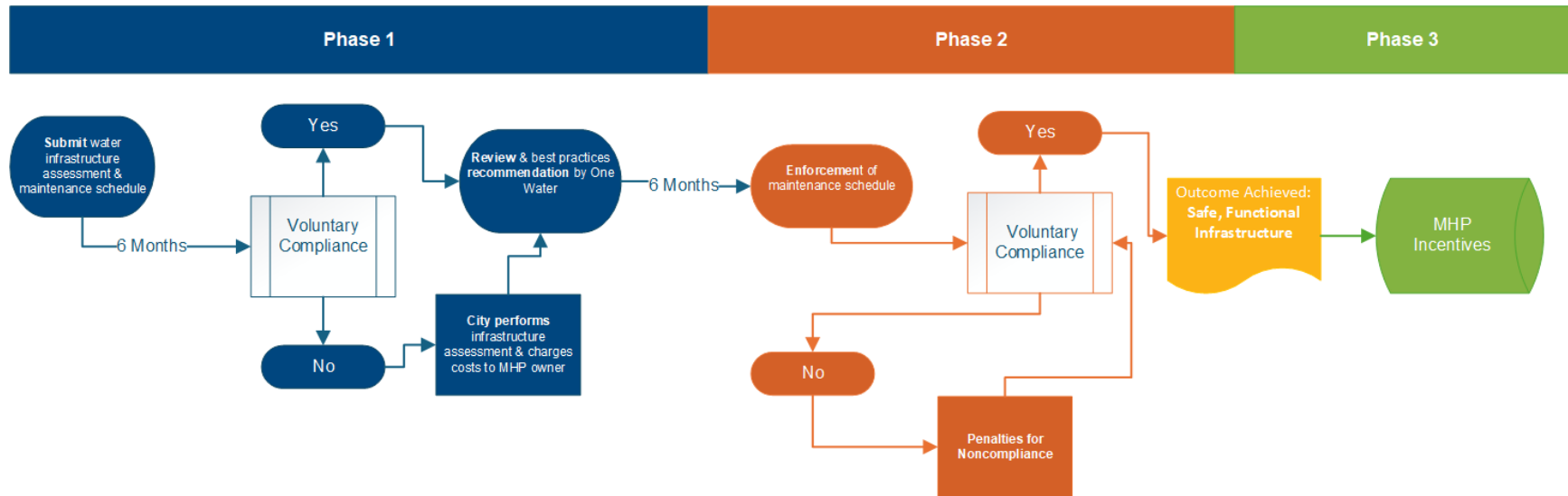
1. Enforcement Escalation Flowcharts
2. Presentation

## Attachment 1

### Enforcement Escalation Flowcharts by Outcome and MHP Issue

Outcome: Safe, Functional Infrastructure

MHP Issue: Water Infrastructure Maintenance & Oversight

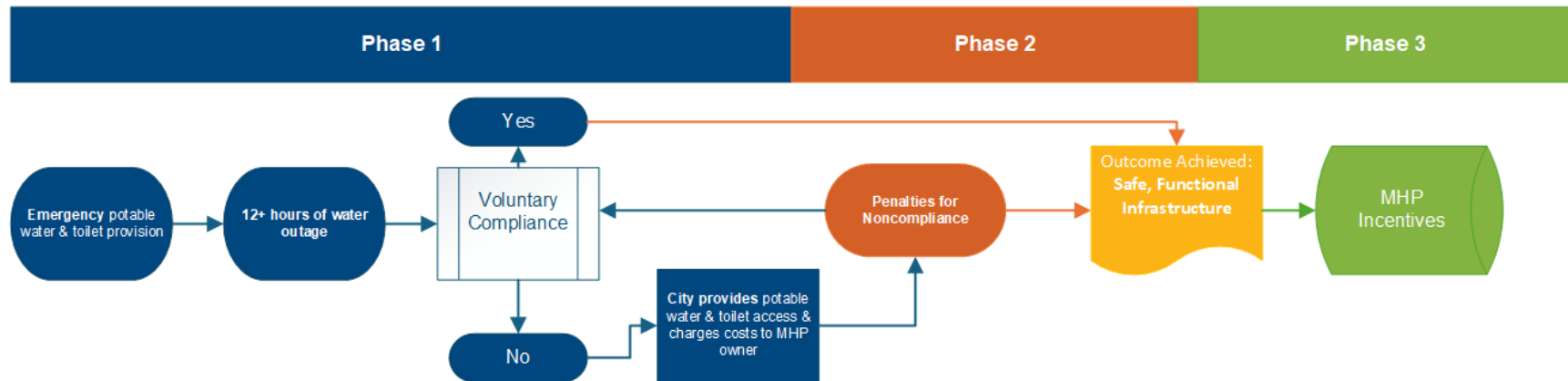


Enforcement Phase 1	Enforcement Phase 2
<b>Required Tasks:</b> <ul style="list-style-type: none"> <li>Assess and submit water infrastructure data</li> <li>Submit a maintenance schedule</li> </ul>	<b>Required Tasks:</b> <ul style="list-style-type: none"> <li>Comply with submitted maintenance schedule</li> </ul>
<b>New Enforcement Mechanisms:</b> <ul style="list-style-type: none"> <li>Data submission and public dashboard</li> <li>City/contractor assesses infrastructure if MHP owner does not – costs to MHP owner</li> <li>Best practice education</li> </ul>	<b>New Enforcement Mechanisms:</b> <ul style="list-style-type: none"> <li>Penalties for non-compliance</li> </ul>



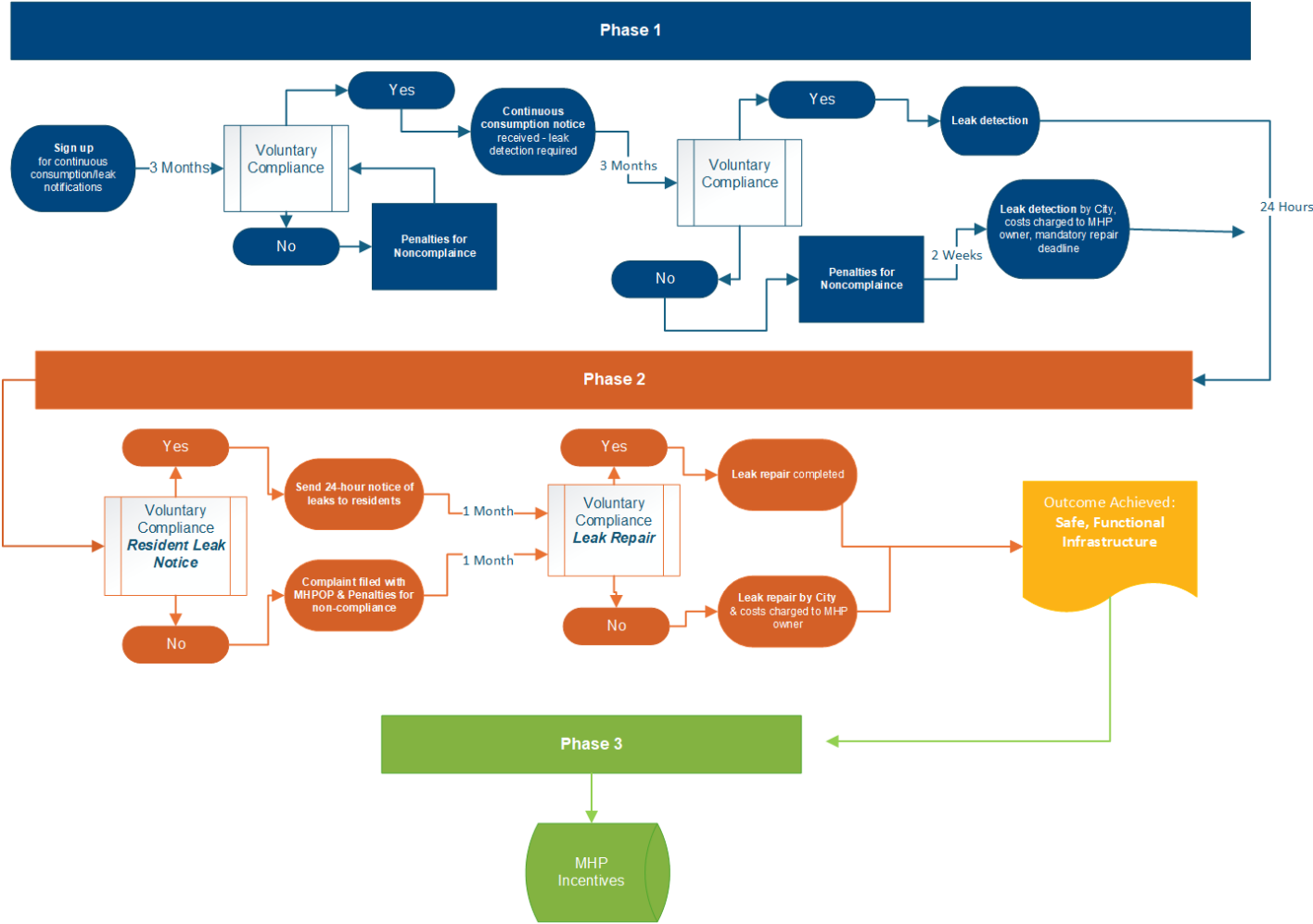
Outcome: Safe, Functional Infrastructure

MHP Issue: Potable Water and Toilet Access during 12+ hour Water Outage (State law violation)



Enforcement Phase 1	Enforcement Phase 2
Required Tasks: <ul style="list-style-type: none"> <li>Provide potable water and toilet access for all water outages of 12 hours or longer</li> </ul>	No Required Tasks
New Enforcement Mechanisms: <ul style="list-style-type: none"> <li>City/contractor provides water and portable toilet access if MHP owner does not – costs to MHP owner</li> </ul>	New Enforcement Mechanisms: <ul style="list-style-type: none"> <li>Penalties for non-compliance</li> </ul>

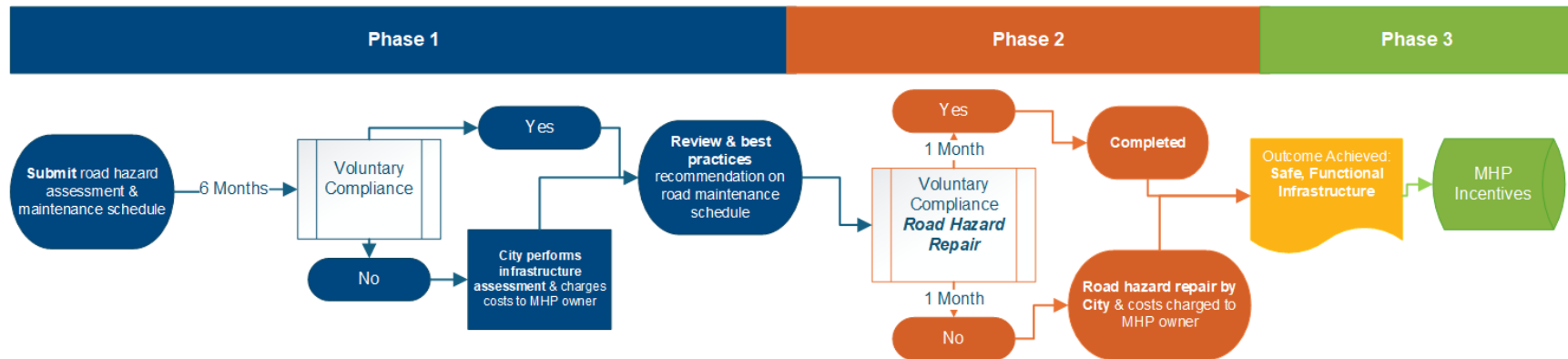
Outcome: Safe, Functional Infrastructure  
MHP Issue: Water Infrastructure Leaks



Outcome: Safe, Functional Infrastructure  
MHP Issue: Water Infrastructure Leaks (continued)

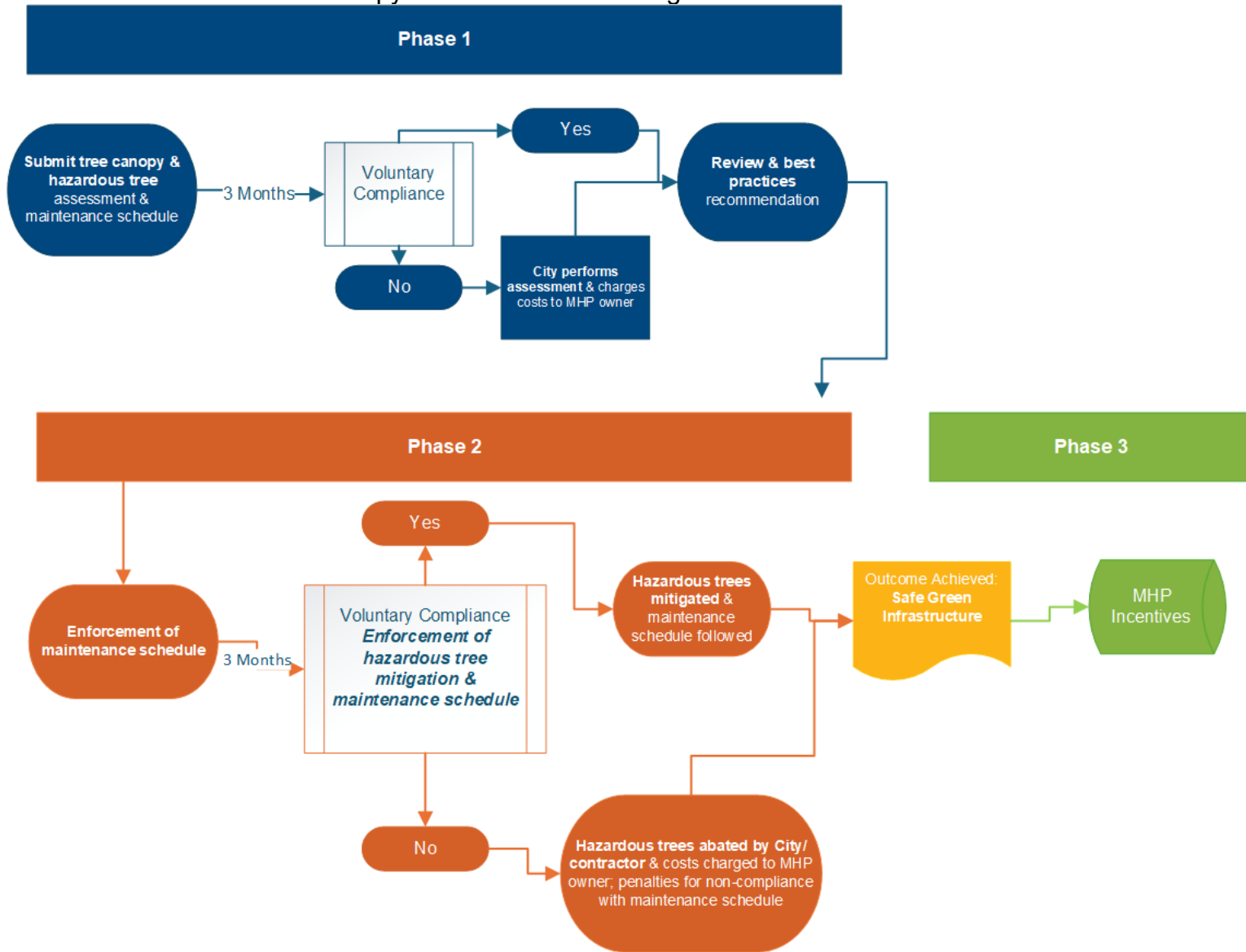
Enforcement Phase 1	Enforcement Phase 2
<p>Required Tasks:</p> <ul style="list-style-type: none"> <li>• Participation in continuous consumption notification program</li> <li>• Detecting infrastructure leaks (upon notification)</li> </ul>	<p>Required Tasks:</p> <ul style="list-style-type: none"> <li>• Notify residents of infrastructure water leaks within 24 hours (State law)</li> <li>• Repair infrastructure leaks in a reasonable time</li> </ul>
<p>New Enforcement Mechanisms:</p> <ul style="list-style-type: none"> <li>• Penalties for non-compliance</li> <li>• City/contractor performs leak detection – costs to MHP owner</li> </ul>	<p>New Enforcement Mechanisms:</p> <ul style="list-style-type: none"> <li>• Penalties for non-compliance</li> <li>• City/contractor performs repair – costs to MHP owner</li> </ul>

Outcome: Safe, Functional Infrastructure  
MHP Issue: Road Hazard and Maintenance Oversight



Enforcement Phase 1	Enforcement Phase 2
<b>Required Tasks:</b> <ul style="list-style-type: none"> <li>Assess and submit road hazard/pavement data</li> <li>Submit a maintenance schedule</li> </ul>	<b>Required Tasks:</b> <ul style="list-style-type: none"> <li>Repair road hazards</li> </ul>
<b>New Enforcement Mechanisms:</b> <ul style="list-style-type: none"> <li>Data submission and public dashboard</li> <li>City/contractor assesses infrastructure if MHP owner does not – costs to MHP owner</li> <li>Best practice education</li> </ul>	<b>New Enforcement Mechanisms:</b> <ul style="list-style-type: none"> <li>City/contractor repairs road hazards – costs to MHP owner</li> </ul>

Outcome: Safe Green Infrastructure  
MHP Issue: Hazardous Tree and Canopy Maintenance & Oversight

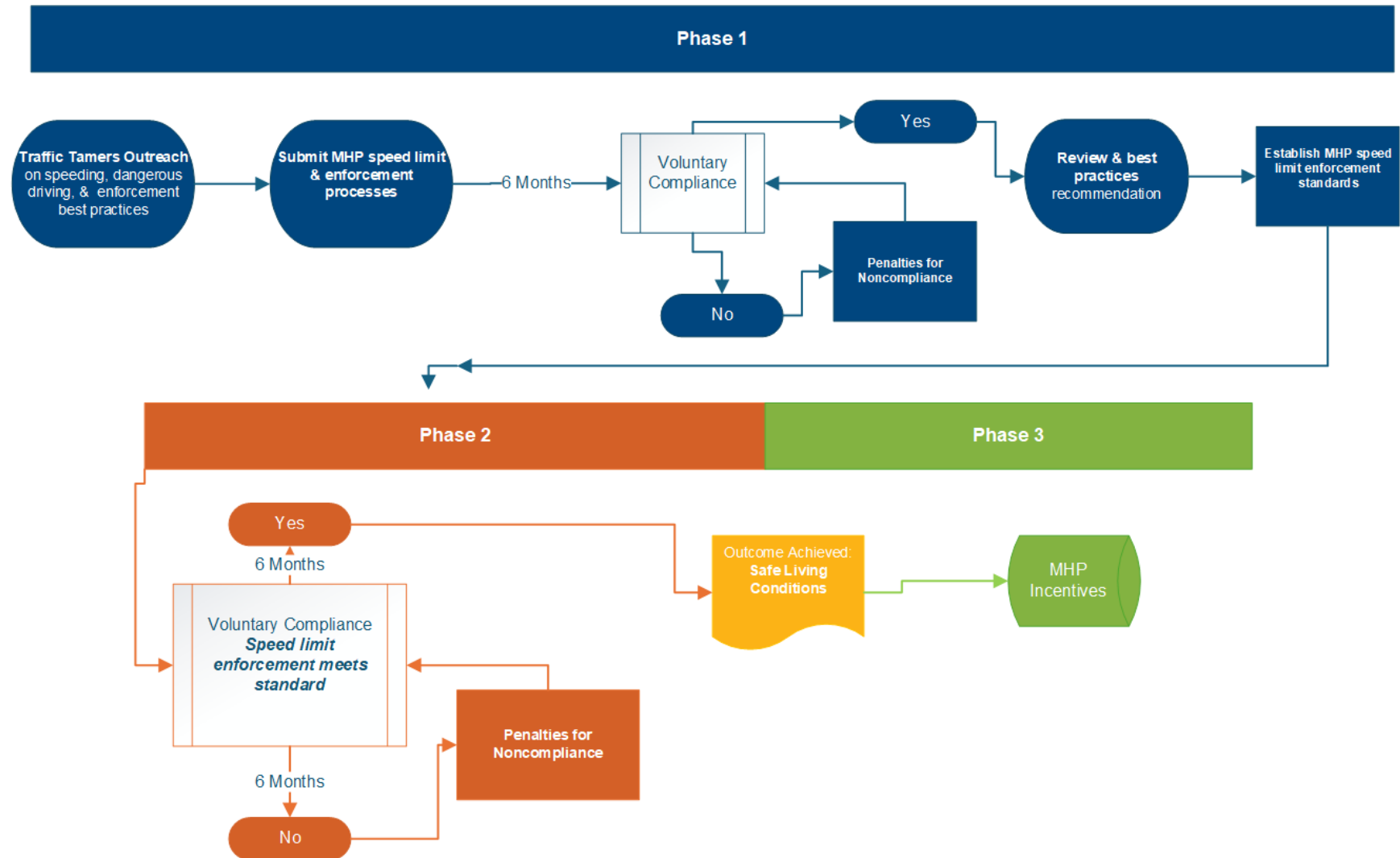


Outcome: Safe Green Infrastructure

MHP Issue: Hazardous Tree and Canopy Maintenance & Oversight (continued)

Enforcement Phase 1	Enforcement Phase 2
Required Tasks: <ul style="list-style-type: none"> <li>Assess and submit hazardous trees and tree canopy data</li> <li>Submit a maintenance schedule</li> </ul>	Required Tasks: <ul style="list-style-type: none"> <li>Comply with submitted maintenance schedule</li> <li>Mitigate hazardous trees</li> </ul>
New Enforcement Mechanisms: <ul style="list-style-type: none"> <li>Data submission and public dashboard</li> <li>City/contractor assesses infrastructure if MHP owner does not – costs to MHP owner</li> <li>Best practice education</li> </ul>	New Enforcement Mechanisms: <ul style="list-style-type: none"> <li>Penalties for non-compliance</li> <li>City/contractor addresses hazardous trees – costs to MHP owner</li> </ul>

Outcome: Safe Living Conditions  
MHP Issue: Speed Limit Enforcement Oversight



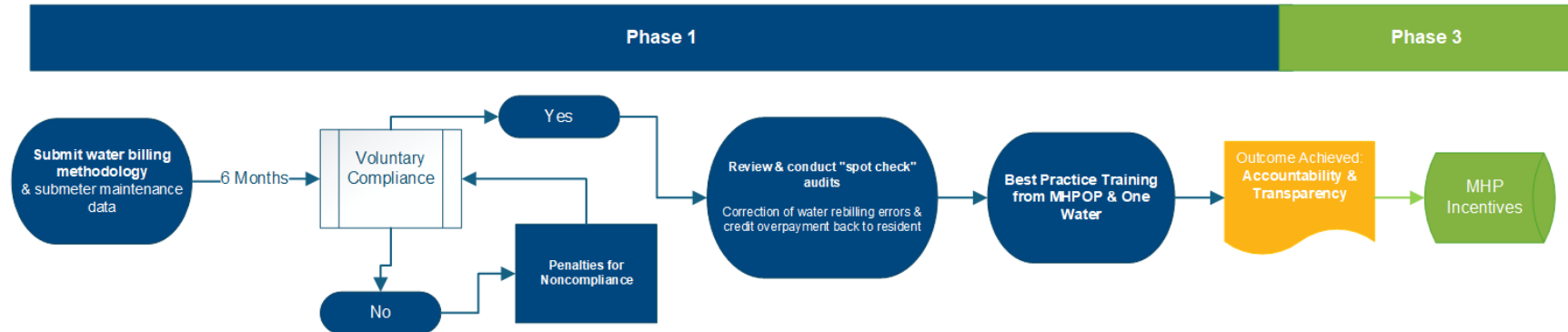


Outcome: Safe Living Conditions

MHP Issue: Speed Limit Enforcement Oversight (continued)

Enforcement Phase 1	Enforcement Phase 2
Required Tasks: <ul style="list-style-type: none"> <li>• Submit speed limit and MHP enforcement processes</li> <li>• Submit a maintenance schedule</li> <li>• Participate in Traffic Tamers outreach program</li> </ul>	Required Tasks: <ul style="list-style-type: none"> <li>• Meet speed limit enforcement standards set by City</li> </ul>
New Enforcement Mechanisms: <ul style="list-style-type: none"> <li>• Data submission and public dashboard</li> <li>• Best practice education</li> <li>• Penalties for non-compliance</li> </ul>	New Enforcement Mechanisms: <ul style="list-style-type: none"> <li>• Penalties for non-compliance</li> </ul>

Outcome: Accountability & Transparency  
MHP Issue: Water Rebilling Oversight



### Enforcement Phase 1

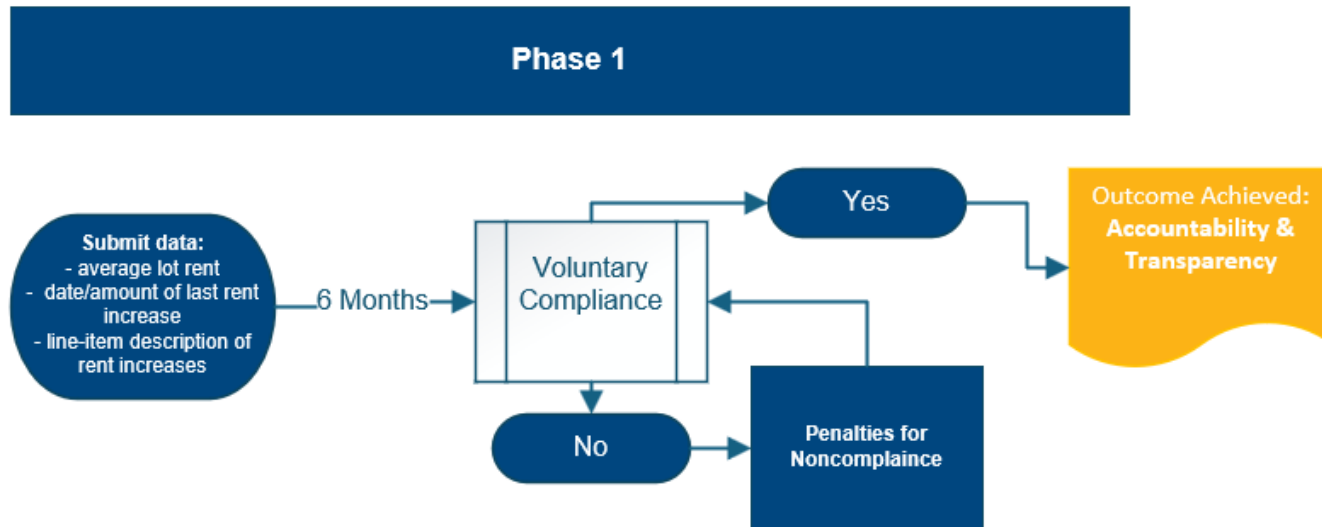
#### Required Tasks:

- Submit water rebilling methodology and submeter maintenance data
- Participate in "spot check" proactive audits

#### New Enforcement Mechanisms:

- Data submission and public dashboard
- Best practice education
- Penalties for non-compliance
- Submit MHPOP complaint on behalf of residents

Outcome: Accountability & Transparency  
MHP Issue: Lot Rent



#### Enforcement Phase 1

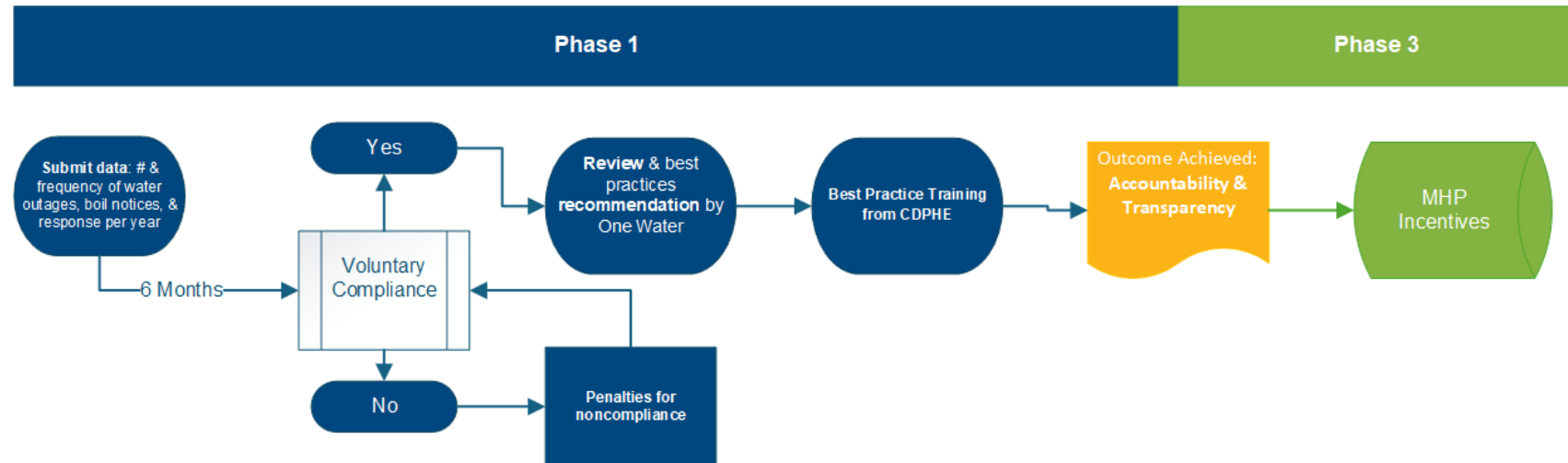
##### Required Tasks:

- Submit average lot rent, date/amount of last rent increase, line-item description of rent increases
- Provide line-item description of all lot rent increases to residents annually

##### New Enforcement Mechanisms:

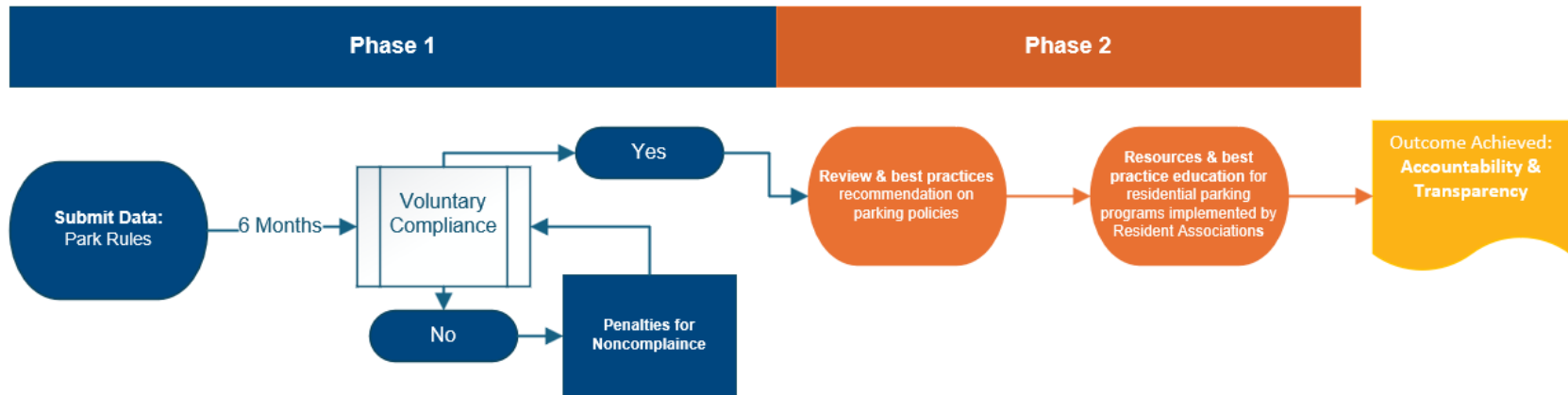
- Data submission and public dashboard
- Penalties for non-compliance
- Submit MHPOP complaint on behalf of residents for potential State law violations

Outcome: Accountability & Transparency  
 MHP Issue: Water Outage & Boil Notices



Enforcement Phase 1
Required Tasks: <ul style="list-style-type: none"> <li>• Submit number and frequency of water outages, number and reason for boil notices, and length of each annually</li> <li>• Participate in best practice training from One Water and/or CDPHE</li> </ul>
New Enforcement Mechanisms: <ul style="list-style-type: none"> <li>• Data submission and public dashboard</li> <li>• Best practice education</li> <li>• Penalties for non-compliance</li> <li>• Submit MHPOP and/or CDPHE complaint on behalf of residents</li> </ul>

Outcome: Accountability & Transparency  
MHP Issue: Park Rules



Enforcement Phase 1	Enforcement Phase 2
Required Tasks: <ul style="list-style-type: none"> <li>Submit park rules annually and upon any changes</li> </ul>	Required Tasks: <ul style="list-style-type: none"> <li>Participate in best practice education on parking policies</li> <li>Participate in resident-led parking permit program (if requested by resident association)</li> </ul>
New Enforcement Mechanisms: <ul style="list-style-type: none"> <li>Data submission and public dashboard</li> <li>Penalties for non-compliance</li> <li>Submit MHPOP complaint on behalf of residents</li> </ul>	New Enforcement Mechanisms: <ul style="list-style-type: none"> <li>Best practice education</li> <li>Mentoring on residential parking permit program (resident association-led)</li> </ul>

# Mobile Home Park Oversight and Enforcement

JC Ward

Community Engagement Manager –  
Housing & Community Vitality



1. Would Council like to move forward with a MHP licensing program that supports expanded enforcement strategies?
2. Are there additional outcomes or strategies Council would prioritize besides those in the staff recommendation?



## **Background**

### **Comparison of Municipal Code & Enforcement Authority by Property Type**

### **Strategies & Approach to Overcome Disparities in Outcomes**

### **Next Steps – Staff Recommendation**

### **Feedback Sought**



## **Council Priority 1**

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Operationalize City resources to build and preserve affordable housing

## **Council Priority 2**

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Improve human and social health for vulnerable populations

## **Council Priority 7**

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Protect community water systems in an integrated way to ensure resilient water resources and healthy watersheds

**Mobile Home Park Enforcement work aligns with housing, equity, & water efficiency strategies in:**

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- City Plan
- Equity 2023 Plan
- Fort Collins 2024 Strategic Plan
- Housing Strategic Plan
- Our Climate Future Plan

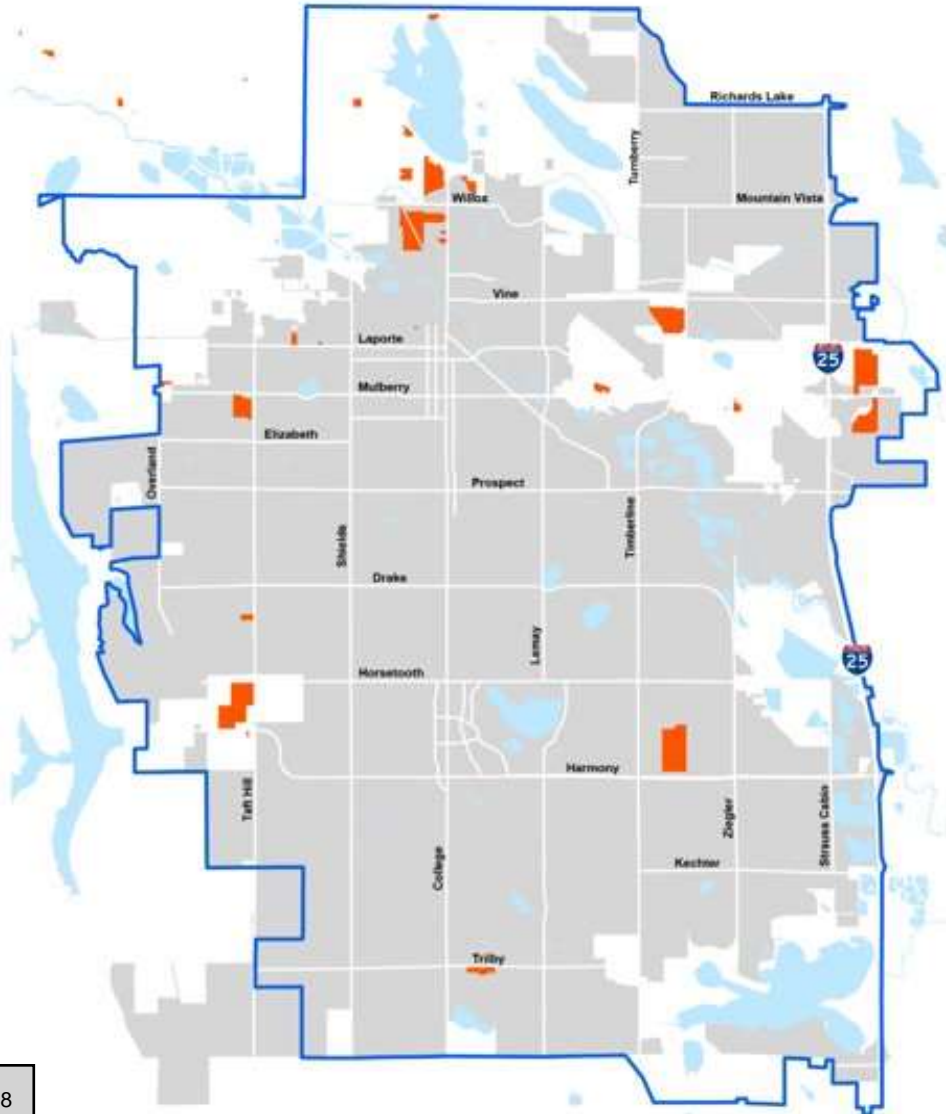





Mobile home parks are private, unsubsidized, “naturally-occurring” affordable housing.

- **Residents may own** their home, but the **land** it sits on is owned by the mobile home park.
- Mobile home parks are **private property**, as are their streets, water infrastructure, and most fencing and safety lighting.
- MHP neighborhoods in Fort Collins are home to some of the **largest concentrations of historically underserved populations** including non-English speakers, lower-income households, and senior citizens.



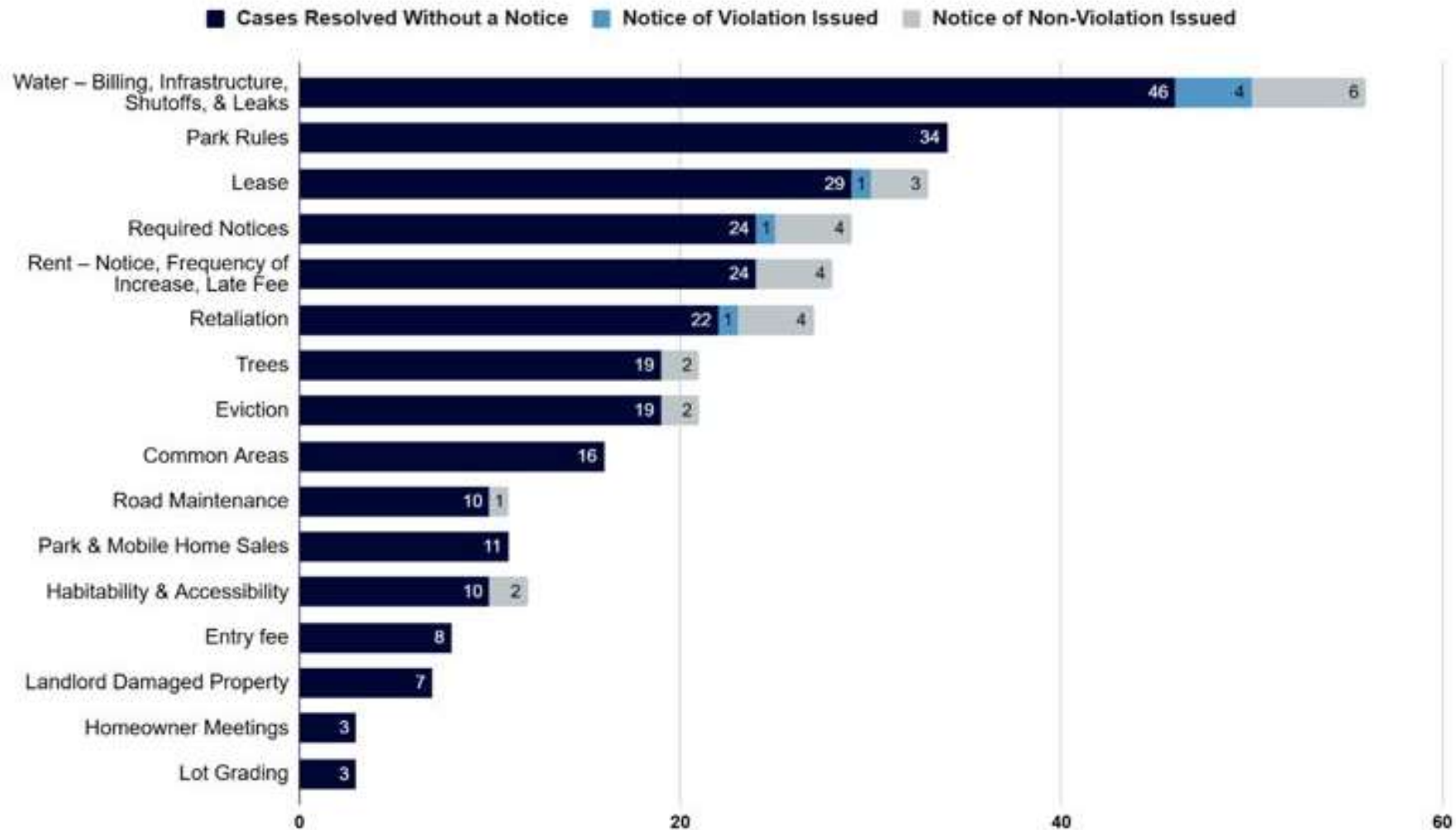


	City	GMA	Total
Communities	10	14	24
Home Sites	1,400	2,137	3,537

-  City Limits
-  Manufactured Home Community
-  GMA Boundary



## Number of Fort Collins MHPop Complaints and Enforcement Outcomes 2020-2024





# What problems are we trying to solve?

## Property Types have Different Oversight Responsibilities, Regulation, and Enforcement Levels; Creating Disparate Outcomes:

- Difference in Property Types
- Mobile Home Park Private Water Infrastructure vs. Public Water Systems
- Differences in Land Use Code Requirements and Municipal Code Enforcement by Neighborhood Type
- Legislative Authority Gaps



**In enforcement and governance, MHP's are similar to:**

- 
- HOA neighborhoods with private streets
  - Multiunit complexes
  - Water utility providers with private infrastructure

# Comparison of Property Types - Land Use Code



SINGLE UNIT  
DWELLINGS

MULTI-UNIT  
DWELLINGS

MANUFACTURED  
HOUSING DWELLINGS



# Comparison of Land Use Code Requirements

	MOBILE HOME PARKS	SINGLE, DETACHED HOMES	MULTI-UNIT, ATTACHED HOMES
STREETS	<ul style="list-style-type: none"> <li>• Private Streets</li> <li>• Required Connectivity to surrounding neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>• Required Connectivity to surrounding neighborhoods</li> <li>• Public Streets that require:               <ul style="list-style-type: none"> <li>• Curb/Gutter</li> <li>• Sidewalks</li> <li>• Street Trees</li> <li>• On-street parking</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Private Streets</li> <li>• Required Connectivity to surrounding neighborhoods</li> </ul>
LIGHTING	<ul style="list-style-type: none"> <li>• Maximum Lumens Regulated</li> </ul>	<ul style="list-style-type: none"> <li>• Maximum Lumens Regulated</li> </ul>	<ul style="list-style-type: none"> <li>• Maximum Lumens Regulated</li> <li>• Minimum Safety Requirements</li> </ul>
TRASH	<ul style="list-style-type: none"> <li>• Allows either communal trash or individual collection</li> <li>• Design requirement for trash enclosures</li> </ul>	<ul style="list-style-type: none"> <li>• Allows either communal trash or individual collection</li> <li>• Design requirement for trash enclosures</li> </ul>	<ul style="list-style-type: none"> <li>• Requires communal trash collection</li> <li>• Design requirement for trash enclosures</li> </ul>
GATHERING SPACE	<ul style="list-style-type: none"> <li>• Zoning District Dependent</li> <li>• Not required</li> <li>• If present, required to be within .25 mile of a park</li> </ul>	<ul style="list-style-type: none"> <li>• Zoning District Dependent</li> <li>• Not required</li> <li>• If present, required to be within .25 mile of a park</li> </ul>	<ul style="list-style-type: none"> <li>• Required to have plaza, courtyard, patio or garden</li> </ul>
PARKING	<ul style="list-style-type: none"> <li>• 1 parking space per dwelling unit</li> </ul>	<ul style="list-style-type: none"> <li>• 1 space if street frontage &gt; 40 ft</li> <li>• 2 spaces if ≤ 40 ft.</li> </ul>	<ul style="list-style-type: none"> <li>• No minimum parking spaces</li> </ul>

Item 2.

# Comparison of Municipal Code Enforcement Authority



	MOBILE HOME PARKS 	SINGLE, DETACHED HOMES 	MULTI-UNIT, ATTACHED HOMES 
Complaint-based Rental Inspections	Yes	Yes	Yes
Trees that Cause Damage to Structures or Impede Egress (Complaint-based)	Yes	Yes	Yes
Leak Notification System Participation	No   But Code Requires	No   Voluntary Participation	No   Voluntary Participation
Street Lighting	Complaint-based only	Yes	Complaint-based only
Speed Limits	No	Yes	No
Parking	No	Some   Restricted to designated neighborhoods	No
Road Hazards	Complaint-based only	Yes	Complaint-based only
Water/Wastewater Infrastructure Assessment & Maintenance	No	Yes	Yes
Water Quality Testing	No	Yes	Yes
Hazardous Tree Abatement	No	Yes   Threats to public or right of way only	Yes   Threats to public or right of way only
Water Billing Audits	No   But Code allows	Yes	Yes
Snow Removal	No   Many do not have sidewalks and private streets do not have City snow removal	Some   Based on capacity and street type priorities	Some   Sidewalks in multi-unit complexes not enforced by City
Code Inspections	Yes   But currently complaint-based only	Yes	Yes
Emergency Contact Info Posting	Complaint-based only	N/A	N/A

# Comparison of MHP Oversight Authority

## MHPOP

- Park Rules
- Lease Terms
- Required Notice
- Rent Issues
- Retaliation
- Eviction
- Road Maintenance
- Park & Mobile Home Sales
- Entry Fee
- Landlord Damaged Property
- Language Access & Barriers
- Snow Removal (*new in 2025*)

## MHPOP & City Overlap

- Water Shutoffs
- Water Billing & Leaks
- Posting Emergency Contact
- Tree Maintenance
- Homeowner Meetings

## City of Fort Collins

- Accessory Structures
- Common Areas
- Habitability
- Lot Grading
- Neighbor-to-Neighbor Disputes
- Animal Control
- Water Quality (with CDPHE)

## MHP Owner

- Water & Sewer Line Maintenance & Inspection
- Fences
- Speed Limits
- Security Lighting
- Availability of Management
- Frequent Management Changes
- Homeowner's & Renter's Insurance Requirements
- Parking & Towing

**Align Mobile Home Park needs with level of service  
to achieve comparable outcomes with other neighborhoods.**





# Not Causes of Disparate Outcomes for MHPs



**Habitability**



Infrastructure Information Gaps

Deferred Infrastructure Investment & Maintenance



**Accountability**



Oversight & Enforcement Fragmentation

Limited Enforcement Authority



**Empowerment**



Legal Complexities & Power Dynamics

Engagement Barriers



## 88 Strategies: City-focused activities and MHP owner-focused standards and compliance

### City focused MHP strategy progress in 2025

- 01 Shared data collection and analysis
- 02 Expanded education on Building Services
- 03 New Community Consultants opportunities
- 04 Water quality testing

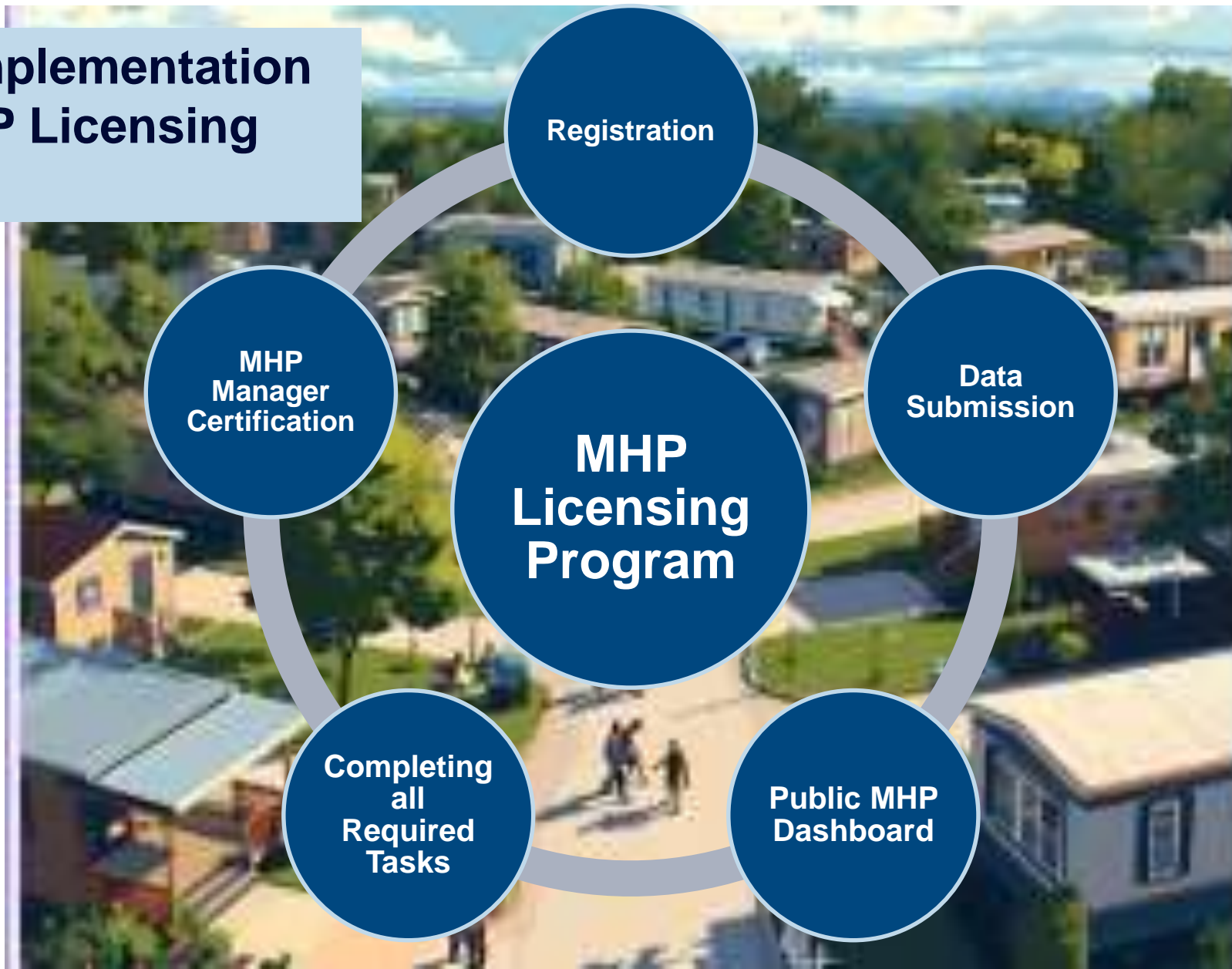


## Addressing MHP Issues to Improve Outcomes

MHP owner-focused strategies address 10 critical issues to improve outcomes

Outcome	MHP Issue
Safe, Functional Infrastructure	<ol style="list-style-type: none"><li>1. Water Infrastructure Maintenance</li><li>2. Water &amp; Toilet Access during Outages</li><li>3. Water Infrastructure Leak Repair</li><li>4. Road Hazard Maintenance</li></ol>
Safe Green Infrastructure	<ol style="list-style-type: none"><li>5. Hazardous Tree &amp; Canopy Maintenance</li></ol>
Safe Living Conditions	<ol style="list-style-type: none"><li>6. Speed Limit Enforcement Oversight</li></ol>
Accountability & Transparency	<ol style="list-style-type: none"><li>7. Water Rebilling Oversight</li><li>8. Lot Rent</li><li>9. Water Outage &amp; Boil Water Notices</li><li>10. Park Rules</li></ol>

## Proposed Implementation through MHP Licensing Program



## REQUIRED TASKS for MHP LICENSING

**Assessments of infrastructure & MHP condition**

**Voluntary mitigation or Abatement & cost recovery** for infrastructure issues

**Data submission**

**Compliance** with maintenance schedules

**Emergency abatement by City & cost recovery**

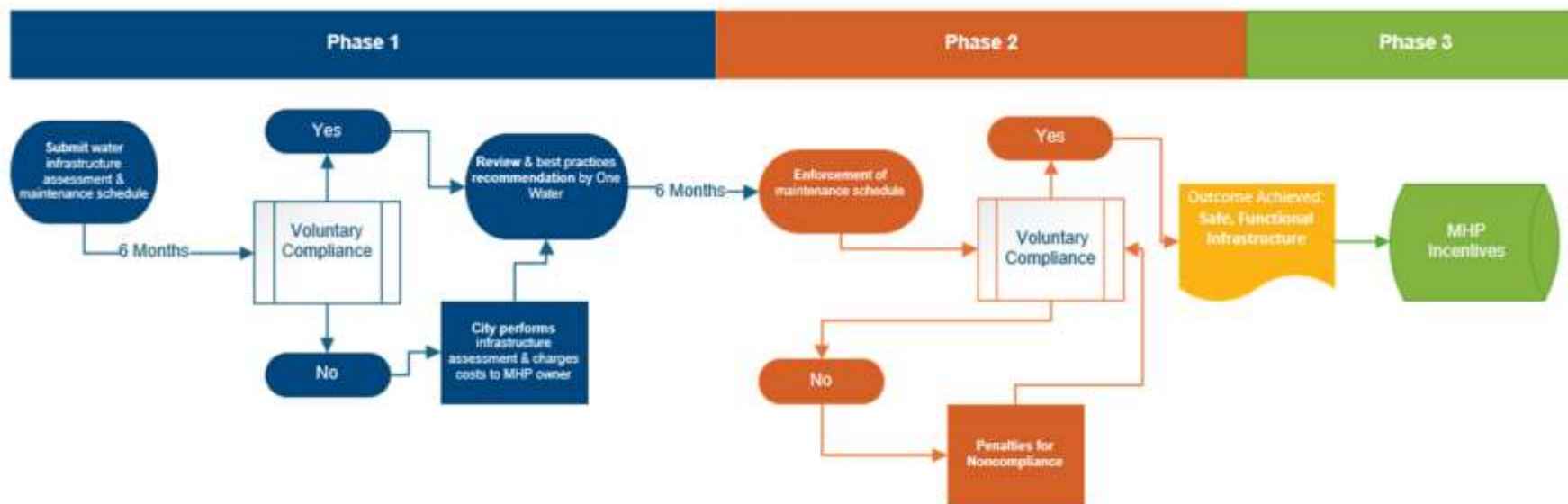
**Enforcement** of water outage notices

**Establish MHP owner enforcement standards**

Strategies for the 10 MHP issues integrated into flowcharts of **escalating enforcement** designed with:

- Voluntary compliance “off ramps”
- Time allowed before escalation
- Ability for each park to move through the phases of enforcement at an individual pace

### General Process Overview





## Criteria for prioritizing outcomes of enforcement escalations:

.....

- **Addresses** Life, Health, or Safety Risk
- **Need** for Urgent Intervention
- **Frequently Experienced Issue**
- **Anticipated** Potential for Impact of Strategy
- **Meets** other Priority Goals of the City, MHPOP, or community



1

## Centralized Management & MHP Licensing Program

A blue arrow pointing right, containing the text "MHP Licensing Program".

MHP Licensing Program

A blue arrow pointing right, containing the text "MHP Manager Certification".

MHP Manager Certification

A blue arrow pointing right, containing the text "Resident's Rights Program".

Resident's Rights Program

A blue arrow pointing right, containing the text "Voluntary Compliance Efficacy Assessments".

Voluntary Compliance  
Efficacy Assessments

A blue arrow pointing right, containing the text "12-Month Evaluation & Outcomes Based Recommendation".

12-Month Evaluation & Outcomes  
Based Recommendation



## Address Urgent Issues & Charge MHP Owner for Service

2

### Where MHP Owner is Non-Compliant, Authorize Staff to Address:

Outcome	Strategy
Safe, Functional Infrastructure	Provide potable water and toilet access for water outages of 12+ hours
Safe Natural Environment	Abate hazardous trees upon notice to MHP and City
Safe, Functional Infrastructure	Detect and abate leaks in private water infrastructure

# 3 Monitor & Address Longer-Term Issues

MHP Issue	Enforcement Strategies
Water Infrastructure Maintenance & Oversight	Infrastructure assessment, data submission, enforcement of maintenance schedule, penalties for non-compliance
Water Infrastructure Leaks	Leak notice program participation, required leak detection, required leak repair, MHPOP referral and penalties for non-compliance
Hazardous Tree & Canopy Oversight	Infrastructure assessment, data submission, enforcement of maintenance schedule & hazardous tree mitigation, abatement by City of hazardous trees, penalties for non-compliance
Water Outage & Boil Notices	Data submission, best practice recommendations & training from One Water & CDPHE

## Recommended Municipal Code Updates

# 4

### **Require:**

- **MHP Licensing Program participation**
- **Submission and public availability of data**
- **Assessments** of MHP infrastructure
- **MHP Manager certification**
- **Costs are not passed along** to residents for any portions of the program or compliance
- **MHP owner responsibility for damage caused by hazardous trees**

### **Authorize City Staff to:**

- **Perform assessments** where MHP owner is non-compliant
- **Abate infrastructure issues** where MHP owner is non-compliant
- **Charge costs for assessments or abatement** to MHP owners for private property/infrastructure

### **Remove:**

- **Proactive rental inspection requirements** for mobile home units



## Staffing Assessment

Centralized Role	Functions	Scalability
<b>MHP Program Point Person</b>	<ul style="list-style-type: none"> <li>• Central contact for internal and external coordination</li> <li>• Strategic planning</li> <li>• SOP development</li> <li>• Coordination with regulatory/enforcement entities &amp; City departments</li> <li>• Outcome assessments</li> <li>• Data-driven decision-making &amp; recommendations</li> </ul>	
<b>Specially Commissioned Officer</b>	<ul style="list-style-type: none"> <li>• Administrative compliance</li> <li>• On-the-ground investigations</li> <li>• MHP Municipal Code enforcement</li> <li>• Coordination of contractors</li> </ul>	Support temporary enforcement surge
<b>Program Coordinator</b>	<ul style="list-style-type: none"> <li>• Assist with MHP owner, manager, &amp; resident engagement</li> <li>• Assist with administrative duties</li> <li>• Compliance support</li> <li>• Outreach planning &amp; delivery</li> </ul>	Right-size based on programming

# Some Ideas Include



**MHP  
Licensing  
Fees**



**Manager  
Certification  
Fees**



**Non-  
Compliance  
Penalties**



**Grants, Nonprofit  
or Federal/State  
Funding,  
Partnerships to  
address blight**



**Fees for  
Service**



1. Would Council like to move forward with a MHP licensing program that supports expanded enforcement strategies?
2. Are there additional outcomes or strategies Council would prioritize besides those in the staff recommendation?

## **File Attachments for Item:**

### **3. Which Wheels Go Where? – Project Update and Exploration of Rule Changes**

The purpose of this item is to provide an update on the Which Wheels Go Where? (WWGW) project which explores updating the rules governing the operation of human powered and lightweight electric vehicles, such as e-scooters, skateboards, and e-skateboards on city facilities, i.e. streets, bike lanes, sidewalks, and paved trails to support mode shift.

This project aligns with:

Council Priorities: “Advance a 15-minute City by accelerating a shift to Active Modes” and “Modernize and update the City Charter”.

Strategic Plan: Transportation and Mobility 1: Make significant progress toward the City’s Vision Zero goal to have no serious injury or fatal crashes for people walking, biking, rolling or driving in Fort Collins.

Active Modes Plan, Our Climate Future, the Strategic Trails Plan, and the Vision Zero Action Plan.

Beginning May 2024, staff have collected data, administered a community questionnaire, and explored the issue internally within the city organization, and externally with community organizations and other municipalities.

Community engagement efforts occurred July 2024 through June 2025 and included outreach and listening sessions at several boards and commissions. Community members who use human and lightweight electric powered vehicles generally prefer facilities separated from vehicular traffic, while other people, specifically those with disabilities, older adults, and children, desire an environment safe and conducive for walking and slower biking, particularly on sidewalks and paved trails.

To improve safety, staff suggest a continued investment in separated infrastructure for people walking, rolling, and bicycling, as well as a safety education approach to address undesired behavior on streets, sidewalks, and trails. Updating rules to accommodate human powered and lightweight electric vehicles will promote mode shift, a goal that supports Our Climate Future.



September 23, 2025

# WORK SESSION AGENDA

## ITEM SUMMARY

City Council



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### STAFF

Cortney Geary, Active Modes Manager  
Dave "DK" Kemp, Senior Trails Planner  
Rachel Ruhlen, Transportation Planner

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### SUBJECT FOR DISCUSSION

#### Which Wheels Go Where? – Project Update and Exploration of Rule Changes

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### EXECUTIVE SUMMARY

The purpose of this item is to provide an update on the Which Wheels Go Where? (WWGW) project which explores updating the rules governing the operation of human powered and lightweight electric vehicles, such as e-scooters, skateboards, and e-skateboards on city facilities, i.e. streets, bike lanes, sidewalks, and paved trails to support mode shift.

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## GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

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1. Does Council have feedback on new definitions: human powered vehicles and lightweight electric vehicles?
2. Does Council have any concerns with expanding behavior rules to riders of additional human powered and lightweight electric vehicles?
3. Does Council have feedback on options staff are exploring regarding the operation of human powered and lightweight electric vehicles on city facilities, including streets, bike lanes, sidewalks, and paved trails?

## BACKGROUND / DISCUSSION

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Current rules governing the operation of micromobility are complex and sometimes confusing. Creating two new definitions will allow us to make consistent and predictable rules:

- Human powered vehicles are those propelled primarily by human power, including bicycles, skateboards, and Class 1 and 2 e-bikes (which are intended to be primarily human powered).
- Lightweight electric vehicles are those with a top speed equal to or less than 20 mph, including e-scooters, one wheels, and electric skateboards. Electric vehicles that can go faster than 20 mph are not considered lightweight electric vehicles.

### Community engagement and research

Public engagement during Fall 2024 was conducted to identify existing problems, opportunities, and concerns. Internal staff, external agencies, and advisory boards provided feedback. Staff researched other communities' experiences.

#### 1. *Public engagement*

A questionnaire was provided in English and Spanish to better understand concerns about human powered and lightweight electric vehicles on sidewalks, paved trails, bike lanes, and streets. A little more than half (55%) of the 1,478 respondents did have concerns about riding unsafely, speeding on sidewalks and paved trails, conflicts with motor vehicles and not following the rules of the road. Themes of the 718 comments included:

- Accommodating more kinds of vehicles encourages mode shift
- The system is comparatively safe already
- The rules are complicated and confusing
- Real and perceived safety issues, specifically on trails
- Protect pedestrians, people with disabilities, seniors, and children
- Behavior, not type of vehicle, is the problem
- Paved trails concerns include speed differentials between people walking and biking (unsafe speeds) and no audible warning when passing slower moving people.
- Desire for paved trail speed limit with enforcement

#### 2. *Feedback from internal staff, external agencies, and advisory boards*

Groups engaged include:

- Internal: Parks and Recreation, Natural Areas, FC Moves, Traffic Operations, Streets, Police Services, City Attorney's Office, Communications and Public Involvement Office.
- External: Colorado State University (CSU) Police, CSU Transportation, and Downtown Development Authority.
- Boards: Active Modes Advisory Board, Disability Advisory Board, Senior Advisory Board, Transportation Board, Youth Advisory Board, and a Super Issues meeting.

Key themes heard were:

- Simplify regulations
- Continue educational outreach regarding the prohibited use of electric-assist bikes or other e-powered devices on soft surface trails in Natural Areas
- Increased safety education efforts
- More signs
- Create a culture of safety and mutual respect, courtesy and etiquette
- Safer separated infrastructure and maintenance of infrastructure
- Audible signals on paved trails
- Not all devices have speedometers

### 3. *Lessons from other communities*

The City of Boulder has allowed human powered and lightweight electric vehicles on streets and paved trails, but not lightweight electric vehicles on sidewalks, since 2021. Boulder police reported expecting more crashes on streets with this rule change and have not observed increased crashes. The City of Boulder chose a safety education approach rather than relying on enforcement measures.

Communities that allow e-scooters on paved trails include Boulder, Denver, and Loveland, Colorado; Fayetteville, Arkansas; Salt Lake City, Utah; and Columbus, Ohio. Boulder and Loveland also allow other lightweight electric vehicles on paved trails.

#### Addressing safety & enforcement

Safety education strategies can be effective in modulating behavior and creating expectations of behavior, while resources for enforcing correct behavior are limited and can have a short-term effect.

The Strategic Trails Plan recommends a Trail Safety Education Campaign to address a range of safety concerns on paved trails. Input from the community and internal and external partners as well as research has identified the following considerations to inform decision making:

- People walking, people with disabilities, seniors and families with younger children perceive a lack of safety on paved trails today.
- Some lightweight electric vehicle users feel safer using paved trails than they do on streets shared with motor vehicles, with or without bike lanes.
- Some vehicles and riders may lack safety equipment, such as helmets, lights, or brakes.
- Lightweight electric vehicle users currently account for a small percentage of overall self-reported paved trail users.
- Concerns center more around e-bike and illegal electric motorcycle use on paved trails and specifically, the speed differentials between people walking and people biking.

### Enforcement perspective (Police Services and Parks/Natural Areas Rangers)

Considerations expressed by police officers and rangers included:

- Resources for enforcing behavior and equipment rules,
- Resources and responsibility for conducting outreach and challenges in reaching new students and residents each year,
- Potential for increased crashes and injuries due to speed differential with motor vehicles, ability to maneuver or stop, and lack of safety equipment.
- Suggest a comprehensive safety education approach over traditional enforcement efforts to improve safety on trails over the long-term.

### Outstanding questions

At this time, some questions remain about safety, definitions, rules, and data.

#### *Safety*

- Potential for increased crashes on streets due to the speed differential between motor vehicles and other riders
- Some communities experienced an increase in certain types of injuries when e-scooters were introduced
- Speed bumps could be barriers to some vehicles like e-scooters (currently allowed on streets) and skateboards (not currently allowed on streets)
- Some vehicles and riders may lack safety equipment, such as helmets, lights, or brakes
- Some vehicles have different maneuverability than others

#### *Definitions*

- Differences in definitions between communities may create confusion for travelers and enforcement

#### *Expanding where devices are allowed to operate*

- Challenges to enforcement
- Differences between municipal code and state code could create issues in civil court

#### *Data*

- Crash data is limited if it doesn't involve a motor vehicle.

### Exploring options

This project explores rules governing behavior of people operating human powered and lightweight electric vehicles as well as how these vehicles can be accommodated.

#### *Behavior*


Existing rules govern the operation of bicycles, e-bikes, and e-scooters on streets, sidewalks, and paved trails. Their intent is to protect other users of these facilities and include obeying traffic laws, yielding right of way, yielding to pedestrians on sidewalks, and prohibition of reckless or careless riding. The rules also require safety features such as lights and brakes.


#### *Accommodating vehicles*


This project explores the option to simplify the rules to allow the operation of human powered and lightweight electric vehicles on the same facilities where bicycles are allowed to operate. Bicycles are


allowed to operate on paved trails, streets with bike lanes, streets without bike lanes, and sidewalks. Bicycles are not allowed to operate on sidewalks within the dismount zone.

Staff are exploring the following scenarios to accommodate human powered and lightweight electric vehicles:

Sidewalks				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes and e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Allowed (except dismount zones)		Require code refinement	Allowed
Staff is exploring	Allowed (except dismount zones)			

Crosswalks				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes, e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Ride (except dismount zones)	Dismount		
Staff is exploring	Ride (except dismount zones)			

Streets with or without bike lanes				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes and e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Allowed	Not allowed	Allowed	Not allowed
Staff is exploring	Allowed			

Paved trails				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes, e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Allowed (except Class 3 e-bikes)		Not allowed (except on Mason Trail)	
Staff is exploring	Allowed (except Class 3 e-bikes)			

## NEXT STEPS

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- Based on Council feedback, staff will prepare recommended modifications to traffic and municipal code.
- Advisory boards will review recommendations.
- Draft ordinance will be presented for Council consideration in 2026.

## ATTACHMENTS

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1. Active Modes Advisory Board Meeting Minutes, February 10, 2025 (excerpt)
2. Disability Advisory Board Meeting Minutes, March 17, 2025 (excerpt)
3. Natural Resources Advisory Board Meeting Minutes, June 18, 2025 (excerpt)
4. Parks and Recreation Board Meeting Minutes, December 4, 2024 (excerpt)
5. Senior Advisory Board Meeting Minutes, April 9, 2025 (excerpt)
6. Transportation Board Meeting Minutes, March 12, 2025 (excerpt)
7. Youth Advisory Board Meeting Minutes, February 6, 2025
8. Police Services Statement, September 6, 2025
9. Which Wheels Go Where Community Engagement Summary
10. Which Wheels Go Where Report
11. Presentation

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## ACTIVE MODES ADVISORY BOARD

### TYPE OF MEETING –REGULAR

February 10, 2025 6:00 p.m.

Online via Zoom or In Person at 281 North College

#### FOR REFERENCE:

Chair:	Bruce Henderson
Vice-Chair:	Kevin Krause
Staff Liaison:	Lauren Nagle

#### 1. CALL TO ORDER

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

#### 2. ROLL CALL

##### BOARD MEMBERS PRESENT:

Bruce Henderson, Chair  
 Kevin Krause, Vice Chair  
 Tim Han  
 Wallace Jacobson  
 Cameron Phillips  
 Kat Steele  
 Kristina Vrouwenvelder  
 Jared Hanson

##### CITY STAFF PRESENT:

Lauren Nagle  
 Rachel Ruhlen  
 DK Kemp

##### ABSENT:

None

##### PUBLIC PRESENT:

Mario Biendarra  
 Jimmy Gilman  
 Bruce Gammonley

#### 3. AGENDA REVIEW

Chair Henderson outlined the published agenda.

#### 4. COMMUNITY PARTICIPATION

Mario (no last name provided) stated he recently moved to Fort Collins and is interested in getting involved with local government. He commended the City's bike trail infrastructure.



# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## ACTIVE MODES ADVISORY BOARD

### TYPE OF MEETING – REGULAR

#### 5. APPROVAL OF MINUTES – DECEMBER 2024

*Krause made a motion, seconded by Han, to approve the minutes of the December 2024 meeting. The motion was adopted unanimously.*

#### 6. UNFINISHED BUSINESS

##### a. Joint Meeting with Transportation Board

Steele stated it was interesting to see the differing priorities between the two Boards.

Han commented on the overlap and similarities between the two Boards' long-range, overarching goals.

Members discussed the benefits of looking at ways for the Boards to collaborate.

Vrouwenvelder concurred the meeting was useful and stated there are parallel priorities between the Boards.

Hanson stated it was interesting to hear about some parts and processes of local government with which he was not particularly familiar. He concurred there are many areas of possible collaboration.

Chair Henderson noted the Boards agreed to periodically meet, though there was no specific schedule outlined. He asked what might be an impetus for a future meeting.

Steele suggested discussing annual work plans.

Vrouwenvelder stated it would also make sense to have a conversation when the Boards are providing feedback on the budget.

Han suggested certain topics could benefit from letters being sent from both Boards to Council.

Ruhlen noted staff will also keep up with topics and can bring forth anything that may be valuable for joint Board communication.

Chair Henderson noted he will be meeting regularly with Chair Peyronnin and commented on comparing the raw joint meeting minutes with the work plan and summarizing that information in a document.

#### 7. NEW BUSINESS

##### a. Which Wheels Go Where – Rachel Ruhlen, DK Kemp

Rachel Ruhlen, FC Moves, noted she sent the community engagement summary to the Board and stated she would be requesting a formal recommendation in the summer prior to Council consideration of the item.

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## ACTIVE MODES ADVISORY BOARD

### TYPE OF MEETING – REGULAR

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Ruhlen stated the Which Wheels Go Where project has been done concurrently with the Strategic Trails Plan update and includes new micromobility definitions: human powered vehicle, lightweight electric vehicle under 20 mph, and low power scooter or 'out of class' electric vehicle.

Ruhlen discussed the questionnaire outreach and design and summarized the answers to questions about concerns and demographics. Additionally, Ruhlen noted discussions were held with Fort Collins Police, CSU Police, and Park Rangers, and Fort Collins Police has concerns that allowing skateboards on streets will result in many severe crashes. She also noted that if speed limits are established on paved trails, that will lead to an expectation that there will be patrols and enforcement, and there are limited resources for doing that; therefore, Police are recommending a safety education approach.

DK Kemp, Parks Department Trails Planner, stated there is currently only one Park Ranger that responds to calls on 46 miles of trail, though there are four Park Ranger positions. He noted Rangers cannot chase or detain individuals who may be riding an inappropriate device. He discussed the 'authority of the resource,' which is a method of educating community members that transfers the authority from a Ranger to a community member to think or behave in a certain way in areas such as trails, parks, and natural resources, that have their own requirements.

Ruhlen stated CSU Police expressed the need for an appropriate citation that could be used for careless riding on streets and sidewalks for all types of vehicles. She noted the careless and reckless riding citation only applies to bicycles, E-bikes, and E-scooters, and is not applicable for all facilities.

Ruhlen stated Boulder has allowed skateboards on streets since 2021 and Boulder Police have not seen an increase in crashes of any kind involving skateboards. She outlined the current regulations for human-powered and lightweight electric vehicles on sidewalks, in crosswalks, on streets, and in bike lanes. Members discussed the advantages and dangers of allowing various types of vehicles on streets. Kemp commented on other municipalities changing bike lanes to mobility lanes for use by many types of vehicles.

Ruhlen discussed the staff exploration of allowing all human-powered and lightweight electric vehicles on paved trails and multi-use paths. Kemp stated he is aware of two crashes on paved trails over the past couple of years that have resulted in severe injury, though he noted there are likely many that go unreported, and there are many reports of close calls. He commented on the lack of courtesy and etiquette among trail users and noted there has been some discussion of the courtesy speed limit on trails being 15 miles per hour, though that is currently not codified. Kemp stated there is a recommendation in the

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## ACTIVE MODES ADVISORY BOARD

### TYPE OF MEETING – REGULAR

Strategic Trails Plan to launch a four-point approach looking at trail safety and signage.

Han commented on Boulder and Golden having different speed limits for different parts of town posted on the trails. He stated that type of signage may lead to the perception of safety.

Kemp commented on Fort Collins moving from a more rural interpretation of the trail system to a more urban use.

Han suggested trail signage could be a source of education and could serve as reminders of proper trail etiquette.

Vice Chair Krause commented on the importance of creating a trail culture of mutual respect.

#### **b. Shared E-bikes and E-scooters – Rachel Ruhlen**

Rachel Ruhlen, FC Moves, discussed the annual review of the Spin program and outlined significant events that occurred during year three, including Spin's merger with Bird and subsequent bankruptcy of Bird. Ruhlen noted there was a decrease in ridership in year three; however, the number of trips, miles, and riders is dramatically larger than any previous micro-mobility program in Fort Collins.

Ruhlen commented on the community benefits of Spin, specifically noting that the mobile tours for the Safe Routes to School conference were heavily supported by Spin. She also outlined the positive climate impacts of the program and discussed the equity focus and Spin Access program, which is now part of GetFoCo, the City's portal to access income-qualified benefits.

Ruhlen discussed the Spin Adaptive program, which is a free service that delivers adaptive cycles to users per request. She also outlined the safety components, including the use of geofencing and speed governors as well as UL-certified batteries.

In terms of next steps, Ruhlen discussed ways in which staff is attempting to increase ridership, including campus discount zones, requesting passes for frequent users, the use of Spin's AI tool to assist with deployment, looking into creating parking options for the Old Town area, having free zones, and distributing promo codes for free rides. She also discussed another AI tool launched by Spin related to the end-of-ride photos.

Ruhlen noted Spin operates on a one-year contract that is renewable for up to five years, and next year will be the fifth year. She outlined the request for proposal components and stated staff is seeking a longer-term contract to allow for additional community investment.

## Disability Advisory Board REGULAR MEETING

Monday, March 17, 2025 – 5:30 PM

300 Laporte Avenue and Microsoft Teams

### 1. CALL TO ORDER: 5:30 PM

### 2. ROLL CALL

- a. Board Members Present – Linda Drees (Chair), Terry Schlicting (Vice Chair), Joseph Tiner, Amber Kelley, Scott Winnegrad, Amanda Morgan
- b. Board Members Absent – Rachel Knox Stutsman, Jaclyn Menendez, Kristin White
- c. Staff Members Present – Jan Reece
- d. Guest(s) – Liri, Matthew Cicanese

### 3. AGENDA REVIEW

No changes.

### 4. PUBLIC PARTICIPATION

None.

### 5. APPROVAL OF MINUTES – FEBRUARY 10, 2025

***Kelley made a motion to approve February 10, 2025 minutes as presented. Tiner seconded the motion. The motion was approved unanimously.***

### 6. BUDGET

Reece noted the current remaining budget is \$5,298.12.

### 7. GUEST PRESENTER

#### a. Rachel Ruhlen – Which Wheels Go Where

Rachel Ruhlen, FC Moves Transportation Planner, stated Which Wheels Go Where is exploring how to accommodate more types of micromobility, as that supports climate, active modes, and Vision Zero goals. Additionally, the project is concurrent with the Strategic Trails Plan update as paved trails are the way some kinds of micromobility are accommodated.

Ruhlen outlined the variety of devices that encompass micromobility and noted the devices can be either human- or electric-powered. She stated the current regulations around where various micromobility devices can be used are very confusing. Additionally, the current category of 'toy vehicles' is complicated; therefore, the proposal is to separate them into two categories: human-powered vehicles and lightweight electric vehicles, which would have a top speed of 20 miles per hour. Anything that goes faster than that would be classified as a low-powered scooter.

Ruhlen discussed the proposal for changing the regulations regarding what micromobility devices can be utilized where, including allowing human-powered and lightweight electric vehicles to use streets, bike lanes, sidewalks, and paved trails. She acknowledged that proposal may not be the ultimate regulation, but it would be the simplest.

Ruhlen discussed the public outreach efforts, which included a survey and had a focus on lower-income communities. She outlined the survey results in terms of concerns and stated the open-ended comments summary showed a need to accommodate micromobility while protecting pedestrians, people with disabilities, seniors, and children. Additionally, it was noted that how people ride is more important than what they ride; therefore, strategies for moving forward should be more about behavior than controlling which types of vehicles travel where.

Ruhlen noted Fort Collins Police Services is very concerned that allowing skateboards on streets will lead to severe crashes; however, CSU Police do not allow skateboards on sidewalks, only on streets. She noted Boulder has allowed skateboards on streets since 2021 and Boulder Police also expected to see an increase in severe crashes, though that has not been the case. Ruhlen stated there is some interest in having an actual enforceable speed limit for trails rather than the courtesy limit; however, there are concerns that having a posted speed limit could lead to expectations of patrols and enforcement, and there are limited resources and challenges with enforcement. Therefore, the recommendation is for a safety and education approach to control behavior, which is what has been used in Boulder. Additionally, Ruhlen noted Park Rangers do not have the authority to detain or pursue and instead use a technique called "Authority of the Resource" wherein the Ranger deemphasizes the regulation and invites the individual to discuss the needs of the trail or area to place the onus back onto the community member.

Ruhlen outlined possible changes to the regulations around which types of devices could be used where and noted dismount zones will not change. She requested input from the Board regarding concerns and opportunities.

Kelley stated she rides on the sidewalk due to the fact that if she has a seizure and falls, she would not want to be on a street. She asked how trail users are made aware of the courtesy speed limit of 15 miles per hour. Ruhlen replied there are a few signs on the paved trails; however, the Strategic Trails Plan update includes a four-pronged education approach which involves center line

striping, some trail widening, slow down warning signage, and potentially more courtesy speed limit signage.

Kelley suggested utilizing mirrors on the trails to allow users to be seen by others.

Liri asked if the courtesy speed limit is for electric vehicles or those with speedometers. Ruhlen replied a posted speed limit and the courtesy speed limit apply to everyone, and there is a challenge with users not having speedometers.

Winnegrad commended education efforts, particularly the engagement and mutual respect approach used by Rangers.

Kelley asked about the possibility of having signs that would show the speed users are going. Ruhlen replied those signs, which can be self-powered, cost about \$4,000 each, though no budget has been identified at this point.

Winnegrad asked if there are statistics available on injuries or complaints. Ruhlen replied crashes involving micromobility devices are underreported, and if a police report is not filed, it is very difficult to gather any data. She noted there is a database of complaints and crashes that have been reported, and those are few in number.

Chair Drees asked if Ruhlen is requesting support from the Board. Ruhlen replied she is just seeking feedback this evening.

#### **b. Katlyn Kelly – Transfort requesting suggestions from DAB on labeling**

Katlyn Kelly, Transfort, discussed the new draft labels that may be added to the Transfort website which would include information as to whether the bus stop has an accessible concrete pad or accessible pad and connecting path. She requested input from the Board regarding the clarity of the labels, the actual symbols being used, and which phrases would be most informative for trip planning decisions.

Winnegrad commended the use of blue for the symbols.

Cicanese stated the only icon consideration may be that not all mobility challenges involve a wheelchair; however, he commended the design overall.

Vice Chair Schlicting stated people tend to look for the wheelchair symbol when considering transportation accessibility.

Tiner concurred with Vice Chair Schlicting and supported the use of the word 'path' rather than 'sidewalk' to help keep the language used within Transfort consistent.

Vice Chair Schlicting asked if one symbol is better than another for color contrast. Tiner replied anything that is high-contrast should be fine.



# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## Natural Resources Advisory Board REGULAR MEETING

Wednesday, June 18, 2025 – 6:00 PM

222 Laporte Avenue and via Microsoft Teams

### 1. CALL TO ORDER: 6:03 PM

### 2. ROLL CALL

- a. Board Members Present –
  - Kelly Stewart (Chair)
  - Dawson Metcalf (newly elected Vice Chair)
  - Barry Noon
  - Kelen Dowdy
  - Leslie Coleman
  - Sharel Erickson
  - Xavier Pereira
  - Sara LoTempio
  - Teagan Loew (arrived late)
- b. Board Members Absent –
  - None
- c. Staff Members Present –
  - Grant Stump, Lead Specialist, Acting Staff Liaison
- d. Guest(s) –
  - Amy Gage, Active Modes Data Specialist
  - Rachel Ruhlen, FC Moves Transportation Planner

### 3. AGENDA REVIEW

Chair Metcalf reviewed the agenda items.

### 4. COMMUNITY MEMBER PARTICIPATION

### 5. APPROVAL OF MINUTES – MAY 2025

***Metcalf made a motion, seconded by Pereira, to approve the May 2025 regular meeting minutes as written. The motion was adopted unanimously.***

communicate. Gage suggested some of this data is more valuable for the decision-makers.

LoTempio asked what constitutes high- versus low-stress roadways. Gage replied that is changing in terms of how things are evaluated now as different types of protected areas for vulnerable users are installed. She noted there is an individual who developed the level of traffic stress classification system, which is a complex matrix involving the number of lanes, width of bike lane, type of infrastructure, traffic volume, and traffic speed. She noted that system is used to identify stress levels in the road network. Additionally, the high-injury network can be overlayed to identify areas of stress.

LoTempio asked about the community's comfort level with an intersection having a stress rating of 3 for example. Gage replied stress levels 1 and 2 were scored; however, levels 3 and 4 were found to be too uncomfortable for most riders. She noted comfort levels are extremely variable.

Pereira suggested it could be useful to have a benchmark number that could be used to categorize the data in terms of census blocks meeting, exceeding, or being below the criteria for a 15-Minute City.

Loew asked if this information will ultimately be used to inform future development. Gage replied in the affirmative and noted it is only one tool, though the hope is that improvements will be made to make it more useful.

#### **b. Which Wheels Go Where? – August Work Session**

Rachel Ruhlen, FC Moves Transportation Planner, stated Which Wheels Go Where is exploring how to accommodate more kinds of micro-mobility devices, as micro-mobility supports Our Climate Future, Active Modes, Vision Zero, and 15-Minute City goals. She noted the project has occurred concurrently with the Strategic Trails Update.

Ruhlen outlined the current Code regulations for various forms of micro-mobility and noted the current system of categories is somewhat onerous. She stated the proposal is to form two categories: human-powered or lightweight electric, which is defined by going 20 miles per hour or less. She stated anything that can go faster than that would be considered a low-powered scooter. Ruhlen outlined the proposal for addressing where each type of vehicle can be ridden.

Ruhlen discussed the public survey conducted last year related to concerns about each facility and each type of vehicle. She noted the community engagement summary summarized the open comments provided as part of the survey and stated overall themes were related to accommodating more kinds of micro-mobility, protecting pedestrians, people with disabilities, seniors, and children, and the fact that it is not what vehicle is being ridden, it is how it is being ridden that matters.

Ruhlen noted Fort Collins Police had been very concerned that allowing skateboards on streets would lead to severe crashes; therefore, staff had a conversation with Boulder Police as Boulder has allowed skateboards on streets since 2021. Boulder Police reported they were also initially concerned about an increase in crashes; however, that has turned out not to be the case. She stated the safety education approach for

handling issues on trails has been supported. Additionally, Park Rangers utilize an 'authority of the resource' approach when talking with trail users who may have violated speed limits or other regulations.

Ruhlen discussed the CSU regulations for which vehicles are allowed where and noted the proposed changes would help with consistency with the campus. She outlined the staff proposal for allowing all micro-mobility devices to be ridden in crosswalks, on sidewalks, and on paved trails or multi-use paths, with the exception of dismount zones.

Ruhlen noted the Strategic Trails Plan includes a trail safety education campaign which would incorporate messaging on social media and refreshed signage with a focus on behavior. There are also some infrastructure changes proposed as well as a Bicycle Ambassador Program which would include routine trail pop-up events.

Ruhlen requested feedback from Board Members.

Coleman commented on scooters in Denver causing issues on sidewalks due to unsafe and careless riders. She stated the regulations were changed to only allow for riding scooters on the sidewalk if the street speed is above 35 miles per hour. She asked if a citation could be given to an E-scooter rider who was riding on the sidewalk in an unsafe manner. Ruhlen replied staff is looking at ensuring there are ordinances in the Code that would allow for behavior-focused citations. She also noted the trails have a courtesy speed limit of 15 miles per hour; however, there are discussions about codifying that, though Police Services is concerned about having associated enforcement expectations.

### **c. Water Efficiency Plan – Memo Refinement**

Metcalf provided a draft memo regarding the Board's recommendation to City Council concerning the Water Efficiency Plan. Members discussed the Plan's 4% water use reduction goal and it was noted no other alternatives were offered to help determine if that number is reasonable or if the goal should be higher. Metcalf commented on the desire to see more metrics and information related to how benchmarks are created.

Noon commended City staff and commented on how water issues are global in nature. He suggested that what is communicated is the trend in use versus the trends in availability. Dowdy suggested including that information in the upcoming Integrated Water Resources Plan which would address demand and water availability in a better fashion than the Water Efficiency Plan.

Noon stated the extent to which efficiency is important is a function of the difference between demand and availability.

Metcalf stated he wanted to see more education materials about climate-based scenarios in reference to the cost of inaction piece. He also stated he sees every tool as a behavior change tool.

Dowdy commented on taking away barriers to the preferred behavior.

Coleman commented on efficiency being less expensive than purchasing new water and

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## Park and Recreation Board Meeting

December 4<sup>th</sup>, 2024

413 S Bryan

### 1. CALL TO ORDER

Nick Armstrong called the meeting to order at 5:37pm

### 2. ROLL CALL

- List of Board Members Present
  - Nick Armstrong
  - Meghan Willis
  - Josh Durand
  - Ken Christensen
  - Lorena Falcon
  - John Mola
- List of Board Members Absent
  - Marcia Richards
  - Paul Baker
  - Mike Novell
- List of Staff Members Present
  - Jill Wuertz – Sr Manager, Park Planning & Development
  - Kevin Williams – Sr Supervisor, Parks
  - Rachel Eich – Business Support III
  - Kendra Benson – Executive Admin Assistant

### 3. AGENDA REVIEW

### 4. CITIZEN PARTICIPATION

- Ice skating scheduling concerns at EPIC – Fort Collins Figure Skating Club member
  - Concerns over the Tuesday and Thursday public skate schedules becoming less predictable with reduced evening skate opportunities
  - Community member is asking that Thursday public skate returns, as well as a long-term stable schedule
  - Board discussed previous concerns regarding ice and got the community member's contact information for the Recreation Department
  - Nick Armstrong requested to hold this item for unfinished business for the January or February meeting
- Lilac Park Concerns
  - Concerns from a resident regarding the development of a social trail
  - Parks staff did scarifying work and installed barricades with reflective

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## Parks and Recreation Board

### TYPE OF MEETING – Hybrid Meeting

materials

- Short term: Parks will be installing split rail fence to help guide people to the existing trail
- Long term: Parks will coordinate with Park Planning & Development and STP to identify if straightening the social trails is a possible solution
- Nick Armstrong requested a follow-up memo to the board and community member for the January meeting

### 5. APPROVAL OF MINUTES

Ken Christensen moved to approve the minutes as written at 6:03pm, John Mola seconded, all in favor

### 6. UNFINISHED BUSINESS

- Crescent Park Signage
  - Department staff is waiting on final sign production for installation
    - Expected December 6<sup>th</sup> and December 16<sup>th</sup>

### 7. NEW BUSINESS

- Strategic Trails Plan Update – Dave Kemp
  - Staff presentation on the progress and status of the Strategic Trails Plan update
  - Background
    - Project purpose: Update framework for planning, design, construction, maintenance, and preservation of the paved trail system
  - Nick Armstrong suggested referencing the economic impact of trail connections with small businesses, etc.
  - Group discussed the results on concerns and use of the trail system from the “Which Wheels Go Where?” questionnaire
  - Nick Armstrong suggested the project team consider implementing a questionnaire on a regular basis
  - Josh Durand suggested adding a graphic representing the trail development over time

### 8. BOARD MEMBER REPORTS

- Kendra Boot guest lectured John Mola’s CSU class
- Nick Armstrong and Marcia Richards attended the November Super Issues Board meeting (CCIP update)
- Marcia Richards volunteered at Treatsylvania at the farm

## SENIOR ADVISORY BOARD REGULAR MEETING

Wednesday, April 9th, 2025 – 11:30 AM

Fort Collins Senior Center, 1200 Raintree Drive, Fort Collins, CO, 80526

### 1. CALL TO ORDER: 11:32pm

### 2. ROLL CALL

- a. Board Members Present –Alicia Durand, Myles Crane, Karen Miller, Suzanne King, Deanna O’Connell, Sarah Schilz, Debbie Bradberry, Tom Hilbert, Joe Glomboski
- b. Board Members Absent - None
- c. Staff Members Present –Susan Gutowski, Sarah Olear, Lisa Hays
- d. Guest(s) - Kirsten Chuben, Danielle Hastings

### 3. AGENDA REVIEW

### 4. CITIZEN PARTICIPATION – Guests attended to observe the meeting.

### 5. APPROVAL OF MINUTES Sarah Schilz motioned for approval, Debbie seconded, all approved.

### 6. REOCCURRING BUSINESS

- a. Recent City Council Activity - None
- b. Correspondence
- c. Six Month Calendar Update – Sarah Olear shared a couple of upcoming meetings.
- d. Joint Project Discussion Volunteer Opportunities for Older Adults. Review meeting with Loveland SAB.

### 7. GUEST SPEAKERS AND BOARD DISCUSSIONS

- a. **Rachel Ruhlen** Transportation Planner City of Fort Collins; **Dave (DK) Kemp** Sr. Planner trails. - Presentation and discussion of the Which Wheels go Where Project. See agenda packet for presentation slides.
  - Advisory Board members shared some pros and cons of each type of wheeled vehicles and their use in various environments.
    - Continuing education on trails for proper use and prohibited vehicles as necessary.
    - E-bikes have been a game changer for people who have not been able to ride bikes.
- b. **Ginny Sawyer**, City Managers Office – Presentation on the Community Capitol Improvement Program. See agenda packet for presentation slides.

### 8. NEW BUSINESS

- c. Discussion of different meeting locations for the Senior Advisory Board.



# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

March 12, 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  
James Burtis  
Lourdes Alvarez  
Emily Felton  
Amanda Finch  
Indy Hart  
David Baker

##### CITY STAFF PRESENT:

Rachel Ruhlen

##### PUBLIC PRESENT:

Miguel  
Elizabeth Mehorne

##### BOARD MEMBERS ABSENT:

Alexa Nickoloff, Vice Chair  
Jerry Gavaldon

#### 3. AGENDA REVIEW

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

#### 4. PUBLIC PARTICIPATION

Miguel (no last name provided) introduced himself as a CSU student doing research on public meetings.

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

Elizabeth Mehorne expressed concern about some of the proposed changes in the 'Which Wheels Go Where' initiative, particularly as related to treating low-powered scooters in the same manner as cars. She stated bike lanes should be able to be used for scooters on larger arterials such as Harmony Road. Additionally, she stated there needs to be more thought put into what types of vehicles are allowed on Transfort buses.

Burtis asked if there is any rule related to E-bikes or scooters being on buses. Hart replied he has been told the bike cannot cause a risk to other riders if it is taken on the bus. He stated he is of the opinion behaviors should change. [public participation – works for Transfort] stated there is no weight limit for bikes on buses, though the regulation states the rider needs to be able to lift and secure their own bike and there are no restrictions on E-bikes.

### 5. APPROVAL OF MINTUES – FEBRUARY 2025

Hart made a motion, seconded by Alvarez to approve the February 2025 minutes as written. The motion was adopted unanimously with Baker abstaining.

### 6. UNFINISHED BUSINESS

None.

### 7. NEW BUSINESS

#### a. Which Wheels Go Where: Discuss options and seek input on proposed Code changes – Rachel Ruhlen

Rachel Ruhlen, FC Moves, noted this project is happening concurrently with the Strategic Trails Plan update. She defined micro-mobility as various human- and electric-powered vehicles and outlined the current Code requirements for where various vehicles can operate. She stated the proposal is to recategorize micro-mobility vehicles into two categories: human-powered and light-weight electric vehicles, and to simplify the regulations around where the vehicles can operate to allow both types of vehicles on streets, bike lanes, sidewalks, and paved trails. Low-powered scooters would not be allowed on bike lanes, sidewalks, or paved trails.

Ruhlen outlined the community engagement questionnaire results. In terms of open-ended comments, Ruhlen stated highlights were around accommodating more types of micro-mobility while also protecting pedestrians, people with disabilities, seniors, and children, and a focus more on behaviors than regulations. She noted Fort Collins Police are very concerned that allowing skateboards on streets will lead to severe crashes; however, CSU Police do not allow skateboarding on sidewalks. She noted Boulder has allowed skateboarding on streets since 2021 and Boulder Police were also initially concerned about severe crashes; however, there have been no increase in crashes at all involving skateboards.

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

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Ruhlen stated incorporating an official speed limit on paved trails would lead to expectations of patrols and enforcement, and the City does not have the resources to do that. She noted Fort Collins Police and Park Rangers have recommended a safety education approach and commented on the 'Authority of the Resource' tactic taken by Park Rangers.

Ruhlen further detailed the regulation changes being explored by staff in terms of which types of devices can be ridden where. She requested feedback from the Board Members regarding the proposed changes.

Chair Peyronnin stated education and communication are key and concurred enforcement is difficult. He commented on a situation in which an E-bike rider on a paved trail was told by a Park Ranger that class 3 E-bikes were allowed as long as they did not go above a certain speed, which does not seem to be the regulation.

Hart asked which one thing every trail user should be educated upon: audible signals or speed. Members concurred audible signals would be the most important. Hart stated speed becomes a factor when people are startled, and audible signals assist with that. He commented on areas that have pedestrian trails forming next to paved trails that indicate misuse of the paved trails. Ruhlen noted some of the pedestrian trails are intentionally put in by Parks.

Chair Peyronnin commented on the fact that bike lanes would need to be more efficiently swept if skateboards are going to be allowed, and that will impact street maintenance requirements.

Baker stated the desired behavior changes need to be clear in order to accurately provide education. Ruhlen noted staff would like to expand the bike friendly driver education to E-scooters, skateboards, and other devices; however, there are challenges with that. Hart suggested there are opportunities with the Safe Routes to School program to build desired behaviors.

Burtis commended the efforts to simplify the regulations. He stated he is torn on the sidewalk regulations, particularly given the different types of sidewalks in the city.

Finch commented on how lucky riders are in Fort Collins to be able to get off roadways in most instances.

Alvarez asked if there have been any serious accidents related to a high-speed device rider injuring a pedestrian. Ruhlen replied there have been two serious crashes, one involving speed.

Alvarez suggested posting signs related to giving pedestrians the right-of-way and potentially posting courtesy speed limit signs.

Hart suggested posting signs related to rules of the trail or rules of the road.

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## TRANSPORTATION BOARD

### TYPE OF MEETING – REGULAR

Chair Peyronnin stated he would like to see an enforceable speed limit on the trails. In terms of roadways, he noted the education efforts should really be more about cars and asked how staff is educating drivers about which wheels go where. Ruhlen replied staff would like to grow the bicycle friendly driver program and suggested companies could train new drivers with the program, though that is not likely to reach a large part of the population. She stated rider education on paved trails will be around keeping pedestrians safe, the rider education on streets will be around how to keep yourself safe, and driver education will be around keeping vulnerable riders safe.

Hart commented on the importance of having the infrastructure in place to keep riders off roadways.

Burtis commented on 'community policing' and noted educated riders are safer.

Hart commented on placing painted speed indicators, directions to slow down, or other directions on paved trails.

Alvarez asked if there are nighttime light requirements for skateboarders riding in bike lanes. Ruhlen replied there is language about lights in the Code for bikes, and that would be included with the human-powered and lightweight electric vehicle definitions.

Felton asked about sidewalk crashes. Ruhlen replied it is difficult to get that data, though she is aware of one as it was reported to her. She noted there is no data to support that adding some of these devices to sidewalks is dangerous.

Felton expressed support for the proposed changes and stated they place responsibility on the users to ride where they feel safe, which will ultimately increase ridership. She commented on the community taking on educational efforts. Ruhlen replied there are bicycle and trail ambassadors.

Chair Peyronnin commented on how different and difficult it is to ride in the south part of town.

Baker stated the Board is generally in support of simplifying the regulations and allowing most devices to be ridden everywhere.

## 8. BOARD MEMBER REPORTS

Chair Peyronnin thanked Dempsey for her work supporting the Board.

### a. Reflections from outgoing Board members

Chair Peyronnin commended Hart on his service on the Board and to the community.

Hart commented on starting his volunteer work as a ranger assistant for the City and County and as a trail condition monitor for State parks. He encouraged members to think of people in the community who may not think or move the way they do.

## [Youth Advisory Board] REGULAR MEETING

Thursday, February 06, 2025 – 7:00 PM

[215 N Mason St. Fort Collins, CO 80524]

### 1. CALL TO ORDER:

### 2. ROLL CALL

#### a. Board Members Present (Checked)/Absent (Unchecked)

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Ava Stone      | <input checked="" type="checkbox"/> Maia Turnbull   |
| <input checked="" type="checkbox"/> Brooke Zorich  | <input checked="" type="checkbox"/> Neena Wittemyer |
| <input checked="" type="checkbox"/> Charlotte Wond | <input checked="" type="checkbox"/> Sam Milchak     |
| <input checked="" type="checkbox"/> Hope Harris    | <input checked="" type="checkbox"/> Scarlett Marske |
| <input type="checkbox"/> Jake Radis                | <input checked="" type="checkbox"/> Sophie Williams |
| <input checked="" type="checkbox"/> Kacy Larson    | <input type="checkbox"/> Vince Hochhalter           |

#### b. Staff Members Present – 2

#### c. Guest(s) – 2

### 3. AGENDA REVIEW

- Rachel Ruhlen- Planner, Transportation, FC Moves- Which Wheels Go Where
- Hughes Information Committee
- National League of Cities- Washington D.C.
- Status Updates on Group Projects

### 4. PUBLIC PARTICIPATION

### 5. APPROVAL OF MINUTES

### 6. UNFINISHED BUSINESS

- Logo Design – feedback on color combos and designs
- National League of Cities – went over schedule, and travel details
- Stop the Bleed – PE classes teaching it, meeting with PSD board
- Middle School Project – trouble connecting with schools
- Intergenerational Project – setting up classes where youth can volunteer to help senior citizens with technology and get volunteer hours and experience, timing it with the Recreator schedule to get it on the schedule for the fall
- Intergenerational Pickleball Project – connecting with the senior advisory board, pitch the idea to senior advisory board

## **7. NEW BUSINESS**

Item 3.

- a. Which Wheels Go Where? – Presentation and discussion about simplifying guides on which vehicles can go where, benefits and drawbacks of different modes of transportation being on roads, strategic trail plan
- b. E-bikes/Scooters at High Schools – idea proposed to point of contact and discussion about Spin's restrictions on riding if under 18, talking about discount zones near high schools or deployment zones near high schools, email or letter to the Spin people
- c. Hughes Information Committee – Discussed Hughes stadium competing interests, community volunteers who do civic assemblies for the community to hear about feedback to give city council an idea of what the community wants, volunteers, southeast community center project

## **8. BOARD MEMBER REPORTS**

## **9. STAFF REPORTS**

## **10. OTHER BUSINESS**

## **11. ADJOURNMENT**

- a. Meeting ended at 9:00pm

Minutes approved by the Chair and a vote of the Board/Commission on 04/03/2025

02/06/25 – MINUTES



# 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

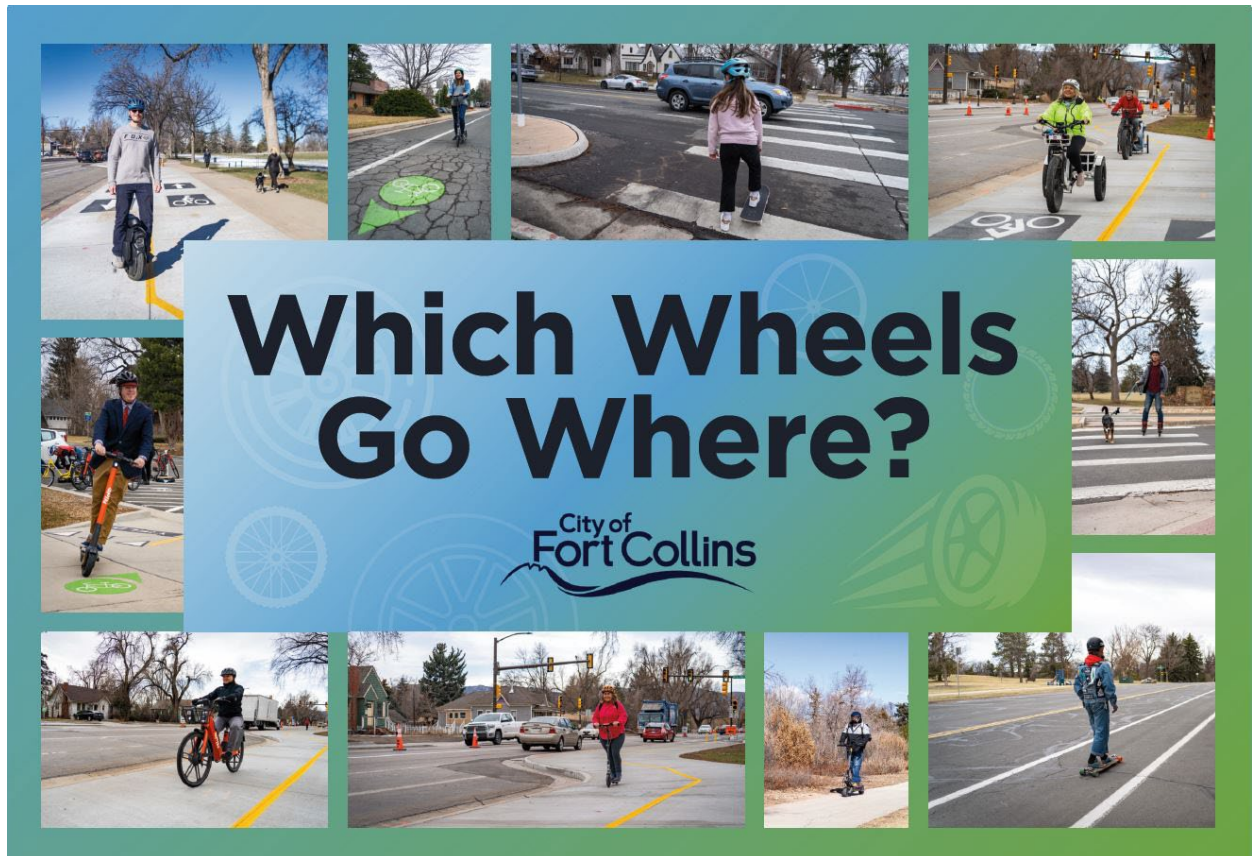
- Outreach for this innovative program is essential but has some challenges, especially with new users (e.g., students/growing city). Collaboration with CSU, PR-1, and other groups could increase the safety and benefits to micromobility.
- Messaging must be consistent across departments and community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



# Which Wheels Go Where

## Community Engagement Summary



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Table 1. Where current ordinance allows and prohibits various types of vehicles

	Bicycles	E-bikes, Class 1 & 2	E-bikes, Class 3	E-scooters	Human powered vehicle	Lightweight electric vehicle	Low-power scooter
<b>Street</b>	Allowed	Allowed	Allowed	Allowed	Prohibited	Prohibited	Allowed
<b>Bike lane</b>	Allowed	Allowed	Allowed	Allowed	Prohibited	Prohibited	Prohibited
<b>Sidewalk</b>	Allowed	Allowed	???	???	Allowed	Allowed	Prohibited
<b>Sidewalk – Dismount zone</b>	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited
<b>Paved Trails (except Mason Trail)</b>	Allowed	Allowed	Prohibited	Prohibited	Allowed	Prohibited	Prohibited
<b>Mason Trail</b>	Allowed	Allowed	Prohibited	Allowed	Allowed	Allowed	Prohibited
<b>Crosswalk</b>	Ride	Ride	Ride	Dismount	Ride	Ride	Dismount
<b>Crosswalk – Dismount zone</b>	Dismount	Dismount	Dismount	Dismount	Dismount	Dismount	Dismount

*Table 2. Possible future ordinances regulating various types of vehicles*

	Human powered vehicles	Lightweight electric vehicles	Low power scooter
<b>Street</b>	Allowed	Allowed	Allowed
<b>Bike lane</b>	Allowed	Allowed	Prohibited
<b>Sidewalk</b>	Allowed	Allowed	Prohibited
<b>Paved Trails</b>	Allowed	Allowed	Prohibited
<b>Crosswalk</b>	Ride	Ride	Prohibited
<b>Dismount zone</b>	Dismount	Dismount	Prohibited



## Overview

The term “micromobility,” is a new term that refers to small-wheeled devices, such as bicycles, scooters, skateboards, rollerblades, and other vehicles with a small profile compared to most motor vehicles, and which may be human powered or have electric motors. With recent battery and technology advances, the options have expanded rapidly and are continuing to change.

Today, people use human and electric-powered micromobility devices to move about the city; however, many of the laws pertaining to these devices are outdated. Current laws create a fragmented, inconsistent, and often unsafe network (Table 1). Peoples’ mobility choices are changing, and our laws need to stay current to regulate, educate, and enforce the safe use of these devices on city facilities and create a fair physical and legal environment for their use.

Fort Collins’ robust bicycle and pedestrian networks are well suited to accommodate most micromobility options, and the City is constantly working to improve these networks. Supporting the use of new devices provides community members more mobility choices that move away from use of motor vehicles that emit greenhouse gases and cause traffic congestion, which aligns with several City plans, such as Our Climate Future, the Active Modes Plan, and the Vision Zero Action Plan.

The goal of Which Wheels Go Where is to update and simplify the laws governing micromobility operations on streets, bike lanes, sidewalks, and paved trails (for example, Table 2). To inform this project, community members who experience bicycle and pedestrian facilities in different contexts were engaged to determine how best to accommodate human powered vehicles and lightweight electric vehicles on city facilities and to develop strategies to address concerns.

This project collected public input in the form of a questionnaire developed using the Alchemer platform. This document summarizes the responses received.

## Summary of questionnaire responses

Respondents answered questions about their top concerns regarding human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, and streets. Information was collected to assess whether riders of all types of micromobility and walkers responded. Finally, demographic information was collected to understand what groups may be underrepresented.

IP addresses were assessed to determine if there were duplicate responses that might indicate attempts to bias the results. Evidence of “ballot-stuffing” was not detected.

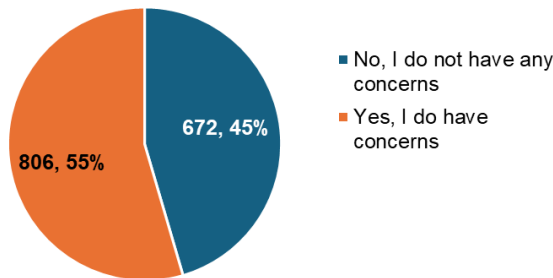


Figure 1. Multilingual activity at Hickory Village Resource Fair

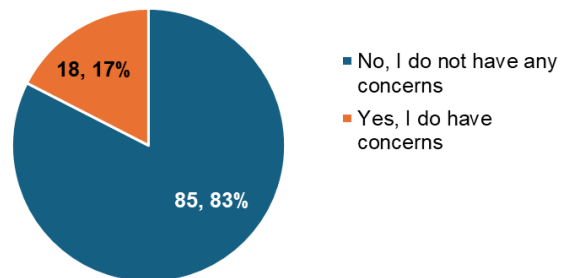
### Top concerns

Of the 1,478 respondents, a majority (55%) had concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets, while few (17%) of the 103 Spanish speaking respondents had concerns (Figure 2). Spin operates shared e-bikes and e-scooters in Fort Collins, and supported the questionnaire with \$5 ride credit for anyone who completed the questionnaire and notifying people with Spin accounts about the questionnaire opportunity. Over half of the respondents (51%) requested the Spin ride credit, but only 9% (138) had Spin accounts and received the ride credit. People who requested the Spin ride credit were less likely (39%) than those who did not (71%) to have concerns (Figure 3).

Do you have any concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets? (All answers)

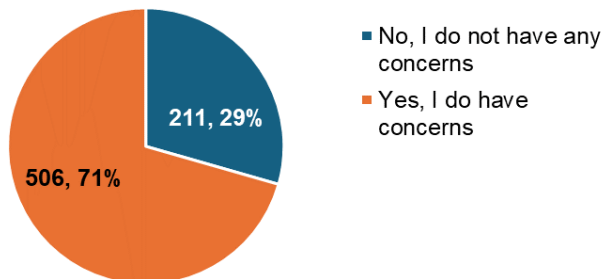


Do you have any concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets? (Spanish survey)

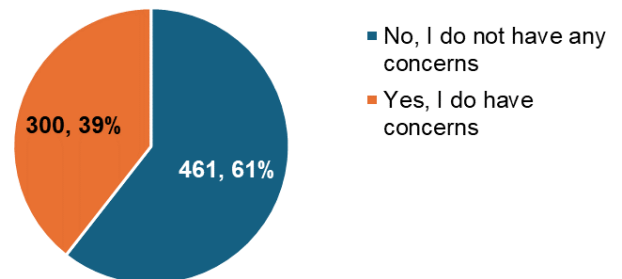


*Figure 2. Number and % of respondents who did or did not have concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets. Left, all respondents; Right, Spanish respondents*

Do you have any concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets? (Did not request Spin ride credit)



Do you have any concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets? (Did request Spin ride credit)



*Figure 3. Number and % of respondents who did or did not have concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets. Left, respondents who did not request the Spin ride credit; Right, respondents who did request the Spin ride credit*

Of the 806 respondents who had concerns, 30% identified “Unsafe riding” or “May travel too fast” as the top concern about human powered vehicles on sidewalks (Figure 4). These categories were also the top concern about lightweight electric vehicles on sidewalks, with 49% identified “May travel too fast” and 32% “Unsafe riding” as the top concern. “May travel too fast” (41%) and “Unsafe riding” (33%) were also the top concerns about lightweight electric vehicles on paved trails (Figure 5). The most common concern about human powered or lightweight electric vehicles in bike lanes was “No concern” (39% and 36% respectively), followed by “Conflicts with motor vehicles” (25% and 22% respectively, Figure 6). The most common concerns about human powered or lightweight electric vehicles on streets were “Conflicts with motor vehicles” (35% and 32% respectively) and “May not follow the rules of the road” (34% and 39% respectively, Figure 7).

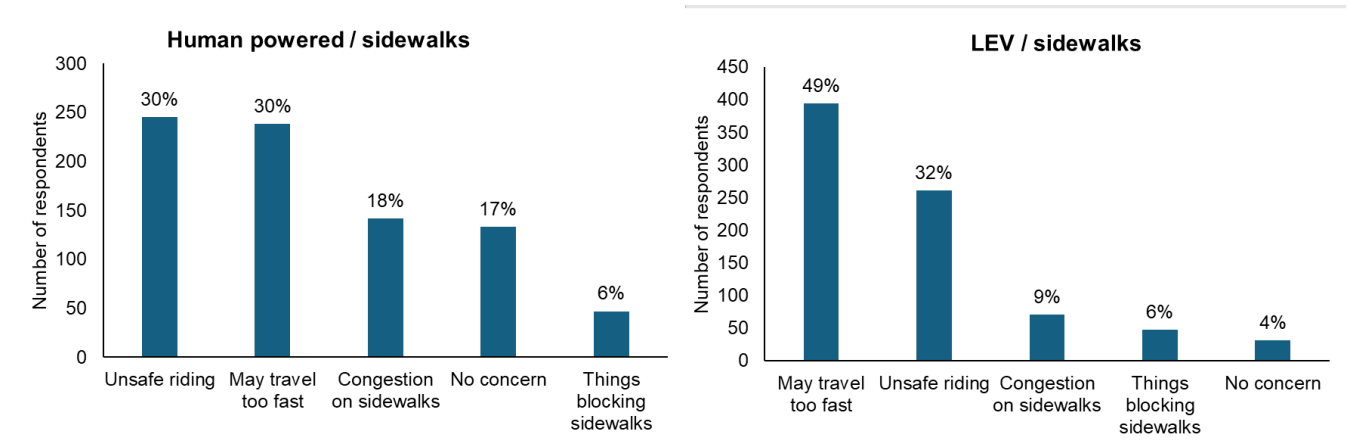


Figure 4 Top concern about human powered (left) or lightweight electric vehicles (LEV; right) on sidewalks

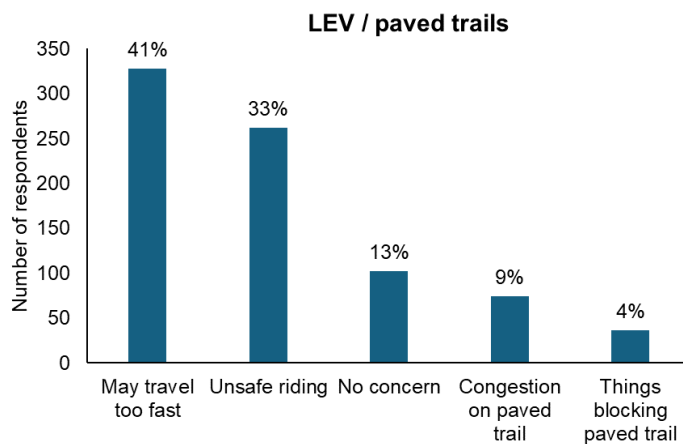
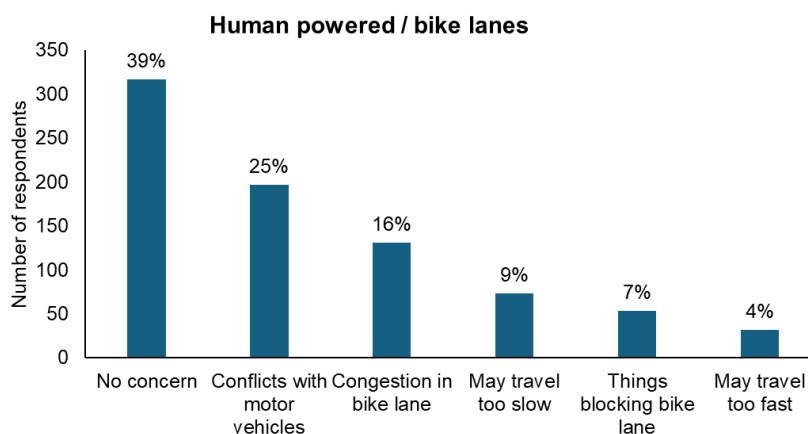
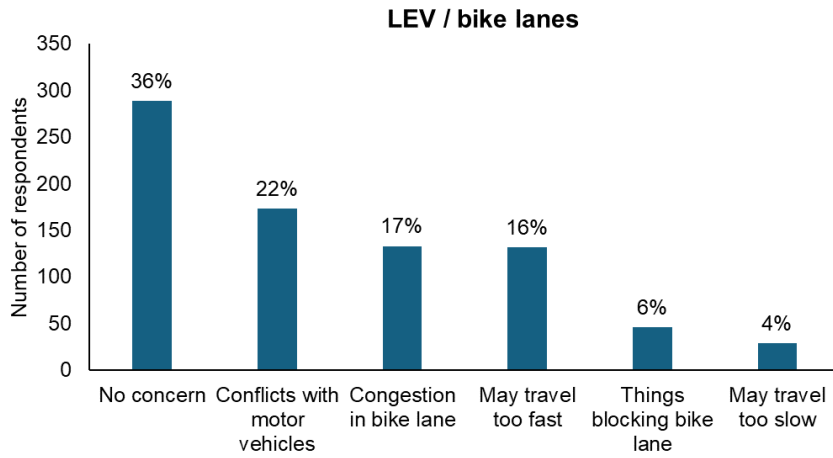
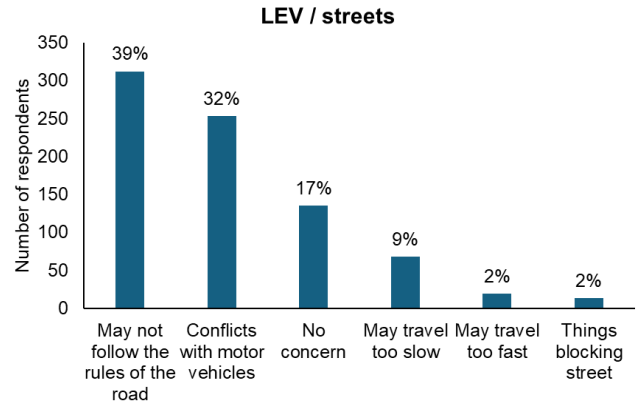
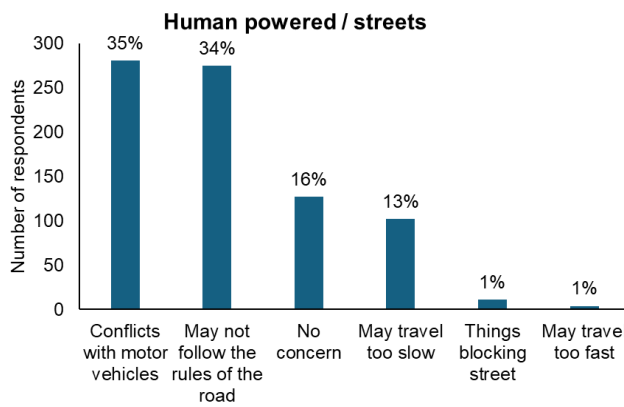


Figure 5 Top concern about lightweight electric vehicles on paved trails





*Figure 6 Top concern about human powered (top) or lightweight electric vehicles (bottom) in bike lanes*



*Figure 7 Top concern about human powered (left) or lightweight electric vehicles (right) on streets*

## How respondents use facilities

The next series of questions was to determine whether riders of all kinds of micromobility, as well as people who do not use micromobility, completed the questionnaire. Respondents reported using every kind of micromobility, walking, and riding horses on all types of facilities (Figures 8-11).

Sidewalks are designed for people traveling at walking speed, and most respondents (92%) walk on sidewalks. While riding micromobility on sidewalks is generally discouraged, there are times when people choose to use the sidewalk (Figure 8). On paved trails, most respondents walk (89%) and/or bicycle (79%, Figure 9). As expected, most respondents bike (82%) or e-bike (37%) in bike lanes (Figure 10). On streets without bike lanes, more respondents bike (63%) than drive (56%), and 27% ride e-bikes on streets (Figure 11).

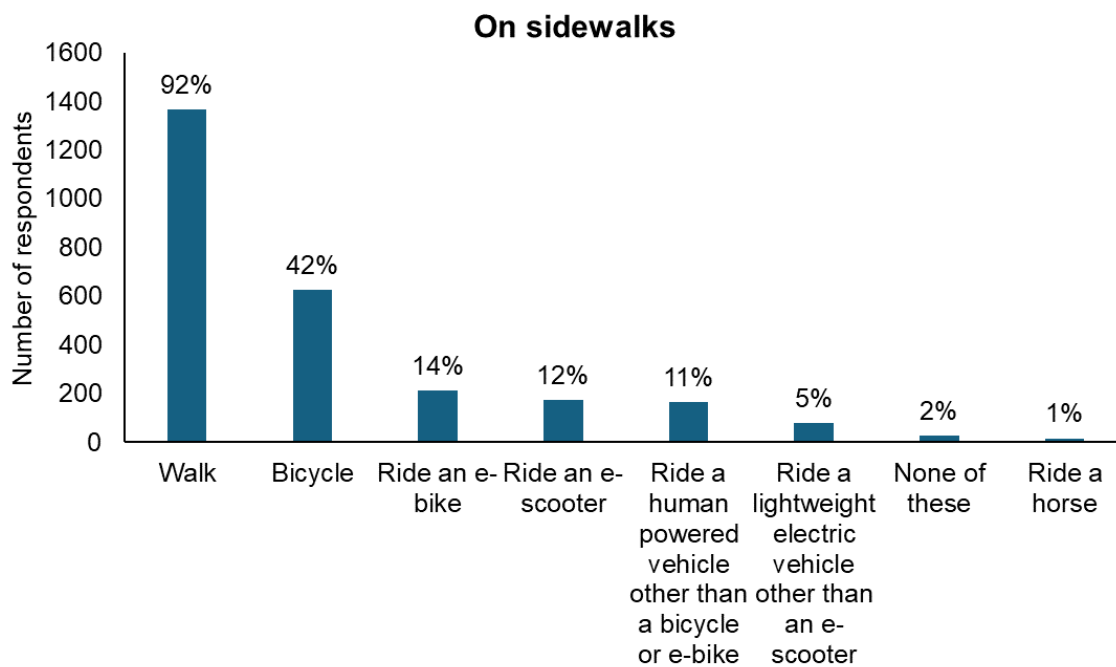


Figure 8. How respondents use sidewalks



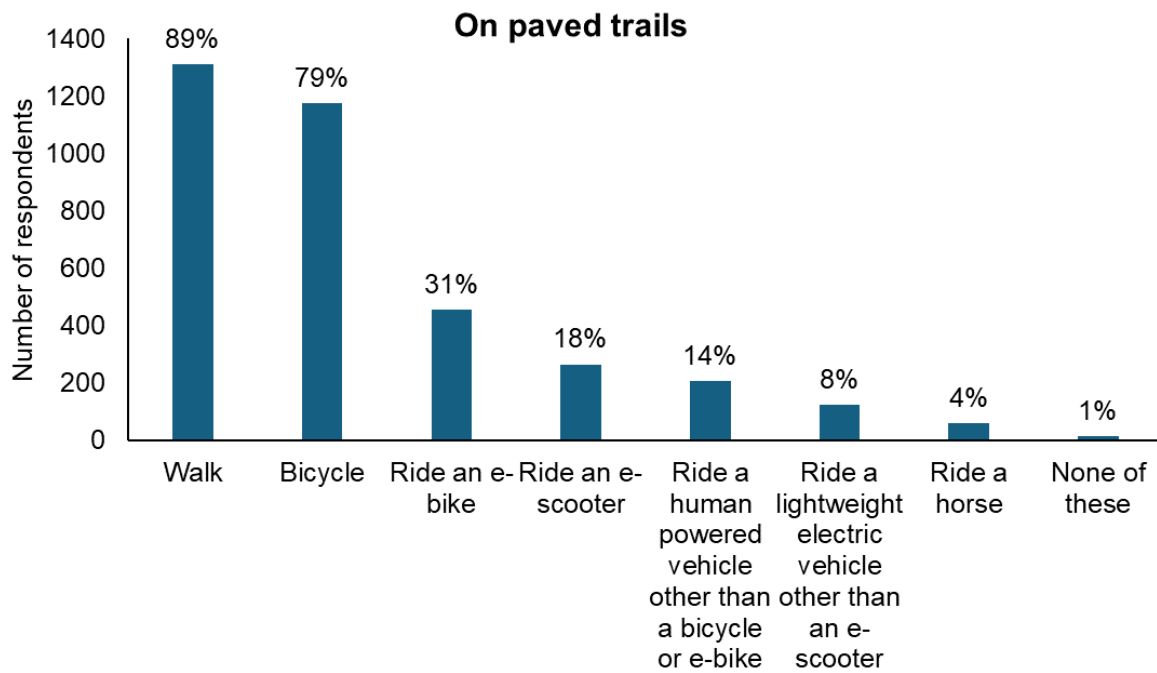


Figure 9 How respondents use paved trails

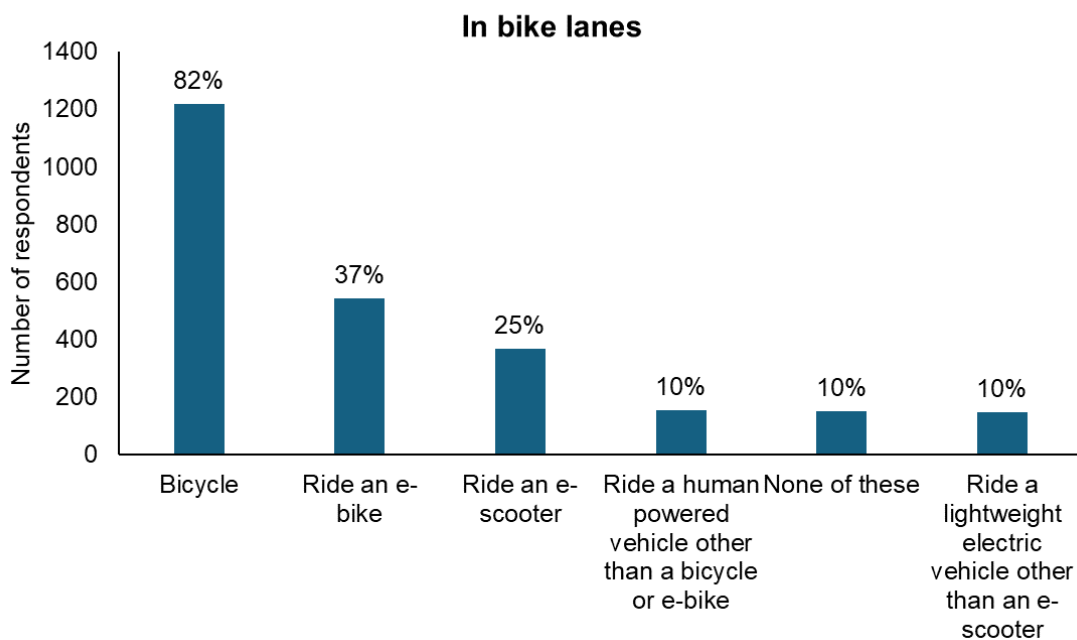


Figure 10 How respondents use bike lanes

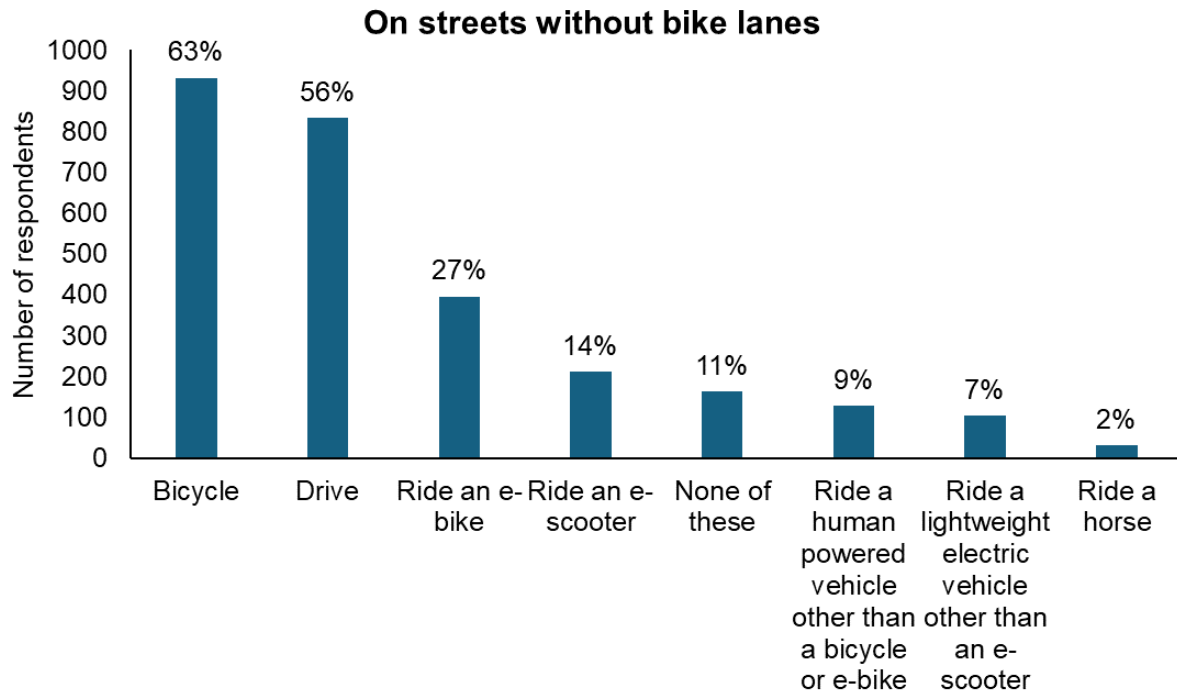


Figure 11 How respondents use streets without bike lanes

## Demographics

The majority of respondents (69%) are unaffiliated with Colorado State University, with substantial representation from CSU students, faculty, and staff (Figure 12). Of the 10% of respondents who identified as having a disability, most reported a mobility disability (Figure 13). The highest age range responding to the survey was 30-30 years (19%), with responses evenly distributed across ages 30-69 years (Figure 14). Young people under 20 years of age are underrepresented. A hard-to-reach group is people with low income; 43% of respondents report annual household income below \$100,000 and 21% below \$50,000 (Figure 15). Respondents were slightly more likely to identify as men (47%) than women (42%) (Figure 16). Respondents were 72% White, 9% Hispanic/Latinx/Spanish Origin, and 8% other race/ethnicities (Figure 17).

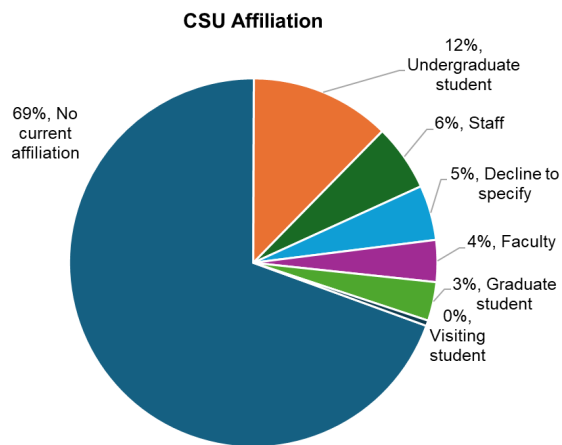


Figure 12 Colorado State University (CSU) affiliation

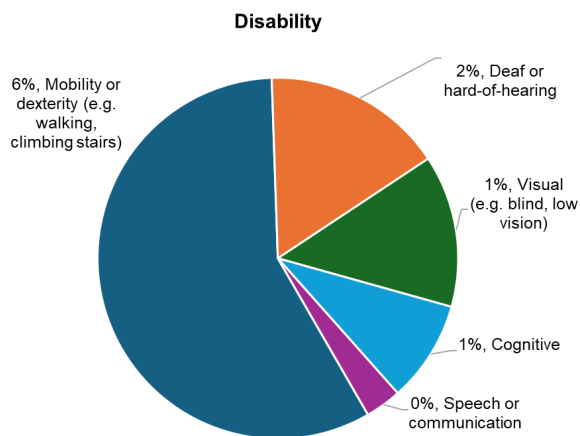


Figure 13 Type of disability reported by respondents who identified as having a disability

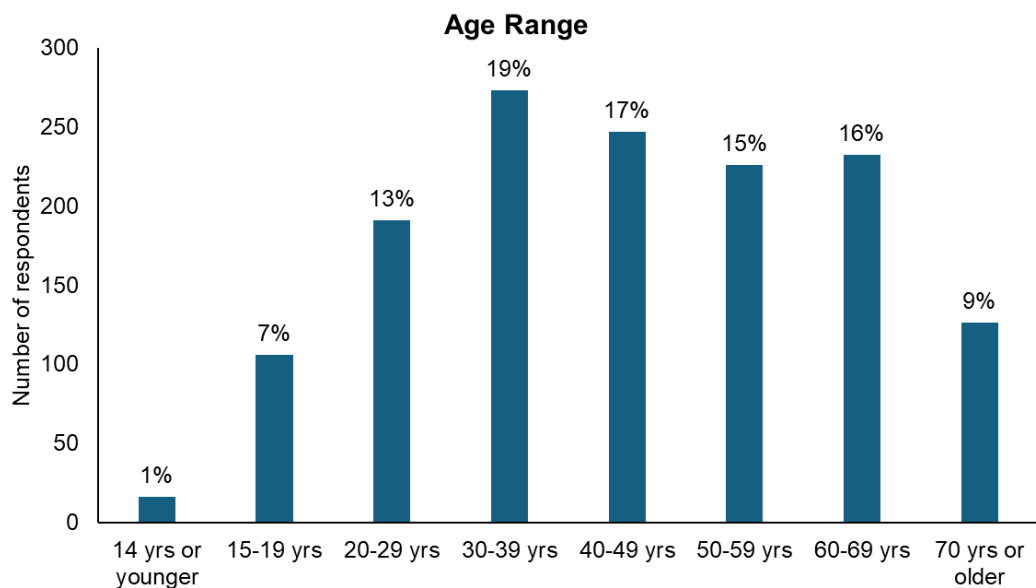


Figure 14 Age ranges of respondents

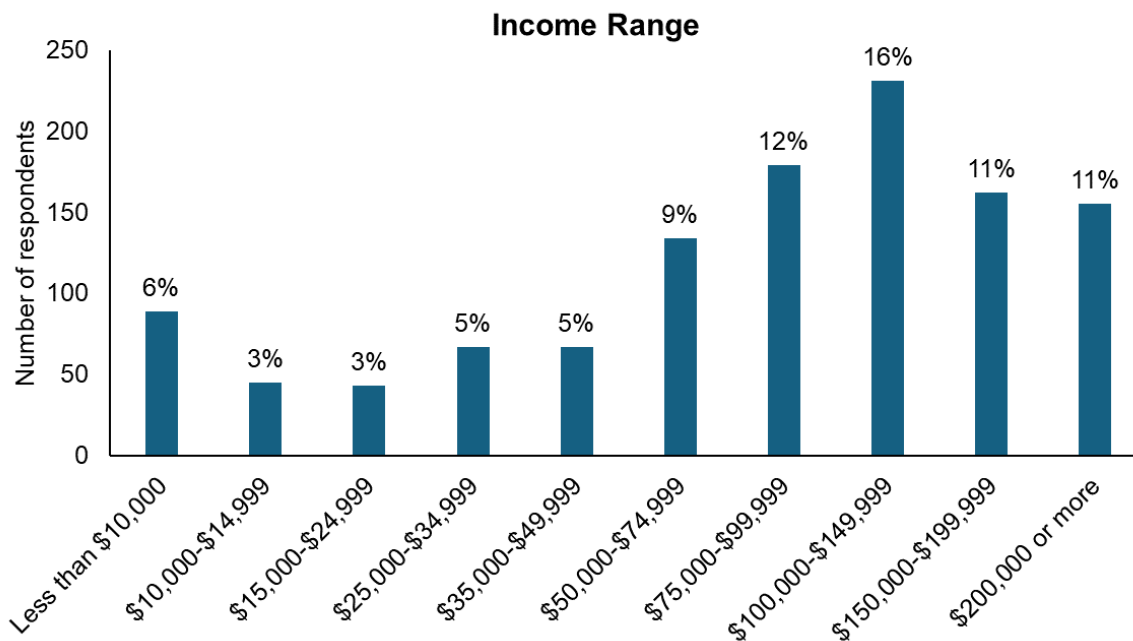


Figure 15 Income ranges of respondents

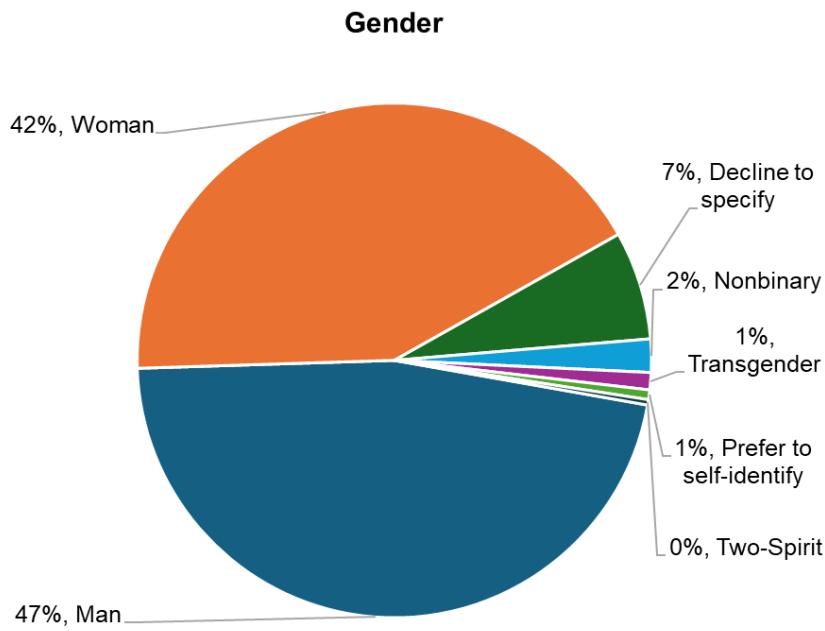


Figure 16 Gender of respondents

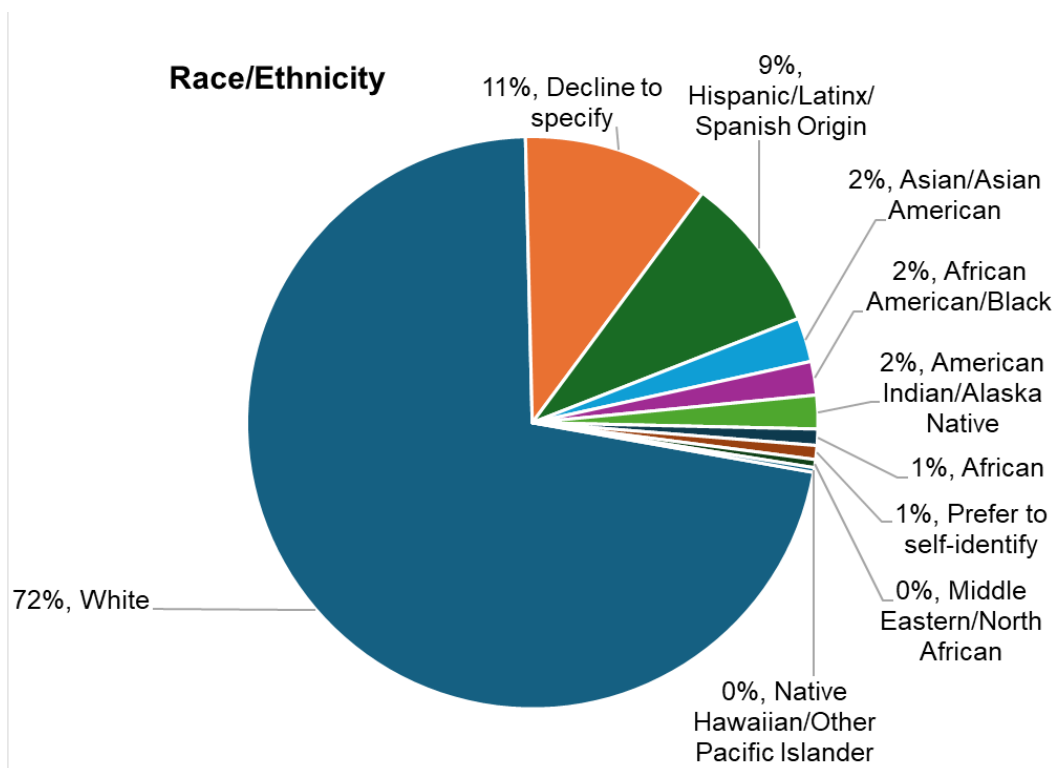


Figure 17 Race/ethnicity of respondents

## Summary of comments

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To facilitate analysis of the questionnaire, only one open-ended comment box was included, and 718 respondents providing comments. All 718 comments were read by staff.

### Common themes

Key themes regarding micromobility devices on various transportation infrastructure, with quotes that encapsulate the diverse opinions and concerns surrounding micromobility devices, highlighting safety issues, infrastructure needs, accessibility benefits, and suggestions for improvement, are:

- Safety Concerns
  - Speed differentials: Many respondents expressed concern about the speed differences between various modes of transportation, particularly on paved trails. Many respondents noted that electric vehicles often travel too fast around pedestrians, raising fears about safety on paved trails. Fast-moving e-bikes and electric scooters were seen as potentially dangerous when mixed with slower pedestrians and traditional bicycles on sidewalks and on paved trails.
  - Yielding the right-of-Way: Many respondents reported faster travelers failing to yield the right-of-way to pedestrians on sidewalks and paved trails. Respondents also reported micromobility riders in bike lanes and on streets failing to yield the right-of-way to other travelers on streets.
  - Pedestrian safety: There was significant worry about pedestrian safety, especially on sidewalks and paved trails, with one respondent stating, "As a pedestrian on sidewalks, I worry about being hit by an electric vehicle." Many felt that motorized vehicles of any kind should not be allowed on sidewalks due to the risk of collisions with pedestrians.
  - Lack of knowledge: Some respondents noted that users of newer electric vehicles often seem unaware of traffic rules and proper etiquette, leading to unsafe behavior.
- Infrastructure and Regulation
  - Protected bike lanes: Several comments advocated for better-protected bike lanes to enhance safety, with one stating, "Bike lanes should be protected from traffic to increase use and confidence in being safe."
  - Separate paths: A common suggestion was to create separate paths for different types of vehicles. One respondent remarked, "Different speeds of travel should have different paths," echoing sentiments that mixed-speed environments can be dangerous.



- Clear rules and signage: Many suggested clearer rules and better signage to inform users about where different vehicles can operate safely. One respondent said, "At current state it is confusing, and thus people will not be following the rules anyways," while another noted that "better posted rules of which vehicle can be used where" would help alleviate confusion.
- Enforcement: Many respondents felt that current rules are not adequately enforced, rendering them ineffective. One respondent stated, "Any potential rules and regulations around these modes of transport are largely moot without any enforcement."
- Accessibility and Mobility
  - Benefits for seniors and those with mobility issues: Some commenters, particularly older adults, appreciated how e-bikes and other electric vehicles allow them to stay active and mobile. One respondent stated, "As a senior citizen with a class-1 e-bike, I appreciate being able to use the trail system for my health."
  - Encouraging alternative transportation: Several respondents saw the value in allowing various micromobility devices as a way to reduce car traffic and pollution.
- Suggestions for Improvement
  - Speed limits: Many suggested implementing and enforcing speed limits on paved trails, regardless of the type of vehicle.
  - Education and etiquette: There were calls for more education on etiquette on paved trails, such as using audible signals when passing.
  - Flexibility: Some respondents argued for more flexible rules based on behavior rather than specific vehicle types, as technology is evolving rapidly.

Overall, the comments reflect a desire for balance between accommodating new forms of transportation and ensuring safety for all users of shared spaces.

### **Bike lanes and streets**

Because the comments were predominantly about paved trails, comments about micromobility in bike lanes and on streets are summarized separately here. Common themes regarding micromobility devices in bike lanes and on streets:

- Safety Concerns
  - Speed differentials: Many respondents expressed concern about the speed differences between various modes of transportation, particularly in bike lanes. Fast-moving e-bikes and electric scooters were seen as potentially dangerous when mixed with slower traditional bicycles.

- Vulnerability to cars: There was significant worry about the safety of micromobility users on streets, especially when sharing space with cars. One commenter noted, "I bike to work and back in part to try and alleviate congestion but I don't know how much longer I can continue due to safety concerns."
- Infrastructure Needs
  - Protected bike lanes: Several comments called for better-protected bike lanes to increase safety and encourage use.
  - Separate lanes for different speeds: Some suggested the need for separate lanes for different speeds of travel.
- Regulation and Enforcement
  - Lack of rule adherence: Many respondents felt that users of micromobility devices often don't follow traffic rules. One comment noted, "Not following rules of the road: running through red lights or ignoring walk signs in crosswalks."
  - Need for education: There were calls for more education on traffic rules and etiquette for micromobility users. One respondent suggested, "Educating drivers in how to interact with these devices seems imperative."
- Accessibility and Mobility Benefits
  - Alternative to cars: Several respondents saw the value in allowing various micromobility devices in bike lanes and on streets as a way to reduce car traffic and pollution. One comment stated, "Assuming speeds stay low/responsible... there should be no reason to limit these vehicles. Less cars on the road, less traffic, less pollution."

These themes reflect the complex challenges and opportunities presented by the increasing use of micromobility devices in bike lanes and on streets, highlighting the need for balanced policies that prioritize safety while accommodating and encouraging diverse transportation options.

### Unsafe riding

In the multiple-choice questionnaire questions, one option respondents could choose was "unsafe riding". "Traveling too fast" was also an option. Respondents used the comment box to provide other examples of unsafe riding on various types of infrastructure:

- On paved trails - Lack of audible warning
- In bike lanes - Wrong-way riding
- On streets
  - Ignoring traffic rules - "Not following rules of the road: running through red lights or ignoring walk signs in crosswalks."

- Not wearing helmets

### **Freedom and fairness**

Based on the survey comments, several themes emerged regarding fairness and freedom of travel for micromobility users:

- Support for diverse transportation options: Some respondents advocated for allowing a wide range of micromobility devices, seeing them as beneficial alternatives to cars. One comment stated, "Assuming speeds stay low/responsible... there should be no reason to limit these vehicles. Less cars on the road, less traffic, less pollution."
- Concerns about restrictions: Several comments expressed frustration with overly complex or restrictive rules. One respondent noted, "Let people be encouraged to take other means than cars and allow them to travel in almost any location." This sentiment reflects a desire for more freedom in choosing transportation methods.
- Accessibility for seniors and those with mobility issues: Some comments highlighted the importance of e-bikes and other electric vehicles for maintaining mobility and independence, especially for older adults. One senior citizen remarked, "As a senior citizen with a class-1 e-bike, I appreciate being able to use the trail system for my health."
- Calls for balanced approach: While many supported more freedom, there were also calls for responsible use. An email received noted, "Those that don't [obey laws] should be punished accordingly, but don't punish good people that are enjoying the ride nicely, simply because of others. My e-bike can go fast but I don't have to use it that way."
- Equity in infrastructure: Some respondents pointed out the need for better infrastructure to accommodate various users safely.
- Simplification of rules: There were calls for simpler, more understandable regulations to promote fair use. A respondent stated, "Don't make it complicated... with complicated rules that are too hard to understand, people spurn their government."

Overall, the comments reflect a desire for fair access to transportation infrastructure for various micromobility devices, balanced with safety considerations and clear, simple regulations.

### **Quality of the questionnaire**

Respondents commented on the quality and the bias of the questionnaire.

- Relevance of issues: Many respondents appreciated the survey's focus on pressing issues related to micromobility. One comment noted, "Thank you for this all-important survey and follow-up to an issue gaining momentum." Some

participants felt that the survey could lead to positive changes in policy and infrastructure.

- Bias against electric micromobility: Some respondents felt that the survey questions were framed in a way that emphasized negative aspects of micromobility devices. One comment stated, "The survey seems to be biased against electric mobility devices. There are no options to say that they are good and should be encouraged."
- Bias toward electric micromobility: One respondent felt that offering a Spin credit as a reward indicates a bias toward a "dubious transit mode".
- Insufficient options: Some respondents felt the options weren't precise, were too limited, or didn't ask the right questions.

## Outreach

The questionnaire was provided in English and in Spanish.

The questionnaire was promoted in a variety of ways (Table 3). Three incentives were offered:

- \$5 Spin ride credit
- A chance to win one of three drawings – E-scooter, \$500 gift card to Recycled Cycles, or \$200 gift card either to Market Skateshop or as a \$200 Visa gift card (Figure 18).
- \$5 King Sooper gift card (at select events only to increase participation of people with low income)

Over half (51%) of respondents requested the \$5 Spin ride credit. Almost three-quarters (72%) of respondents entered one of the three drawings; 32% (473) entered the \$500 Recycled Cycles gift card drawing, 26% (379) entered the e-scooter drawing, and 15% (218) entered the \$200 Market Skateshop or Visa gift card drawing (Figure 18).



*Figure 18. Winners of e-scooter (left), Recycled Cycles gift card (middle), and Visa gift card (right)*

Outreach materials were:

- Flyers
- Yard signs
- Postcards (multilingual)
- Social media
- Press release
- Email (multilingual)
- Email to Spin riders

*Table 3 Outreach*

Outreach	Type	Dates	Outcome/Notes
<b>CARE Housing Summer Festival – Blue Spruce</b>	Event	7/20	6 survey responses (English) & \$5 King Sooper gift cards
<b>Hickory Village Resources Fair</b>	Event	7/27	14 King Sooper gift cards, English & Spanish, ~25 interactions
<b>Fort Shorts</b>	Email	7/25	City employees

Outreach	Type	Dates	Outcome/Notes
<b>ARC of Larimer County</b>	Email	8/28	ARC board member shared the email
<b>City-wide</b>	Yard signs	8/7 – 9/17	See list below (Table 4)
<b>City-wide</b>	Press release	8/10	Coloradoan article
<b>City-wide</b>	Social media		
<b>Active Modes Advisory Board</b>	Presentation	8/19	
<b>Fort Collins Cycling Club</b>	Event	8/22	
<b>Retail</b>	Flyers	8/26	See list below (Table 5)
<b>Las chicas en bicicletas</b>	Email	Mid-August	Spanish
<b>Postcards</b>	Mailing	9/9	1600 low income addresses, bilingual postcard
<b>Super Issues</b>	Presentation	9/9	
<b>Campus Safety Resource Fair</b>	Event	9/10	Yard sign & flyer, Spin Access info
<b>NoCo Bike &amp; Ped Collaborative</b>	Event	9/11	
<b>CSU Outreach</b>	Events	September	1 pop up, 3 Bike to Breakfast Wednesdays, 2 Rams Ride Right events
<b>Open Streets</b>	Event	9/15	Yard sign & flyer, Spin Access info
<b>Trails pop-up</b>	Event	9/25	Edora Park
<b>Northern Colorado Trail Summit</b>	Event	9/26	
<b>United Way Health Fair</b>	Event	9/27	

Table 4 Yard Signs

Location	Notes
<b>Linden at Walnut flower box</b>	Downtown, high pedestrian activity
<b>Discovery Museum</b>	Trail
<b>Cherry &amp; Sherwood</b>	
<b>Lee Martinez, trail parking lot</b>	Trail
<b>Hickory Trail</b>	Trail, Equity
<b>North College 55+</b>	Equity
<b>Romero Park</b>	Equity
<b>Collins Aire &amp; Mosaic transit stop</b>	Equity, transit
<b>Power &amp; Drake ped light</b>	Trail



Location	Notes
Swallow/Centennial & Lemay	HAWK signal, bikeway, school
Caribou & Harmony Village (Stoneridge/Sunstone)	Equity
Power & Vermont underpass	Trail, school
South transit center	Trail, transit
Wabash & Century	School
Stanford bus stop near Monroe	Transit
Horsetooth & Taft Hill bus stop	Transit
Spring Canyon Park	Park
Mason at Swallow	Trail
Walk & Wheel Skills Hub	Trail
Centre at Botanical bus stop	Transit, CSU
Remington & Pitkin	Residential
Avery Park at Taft Hill	Transit, park
Ponderosa at Plum Bikeway/Orchard Pl	Trail
City Park Oak & Sheldon	Park
Laporte at Fishback bus stop	Transit
College at Target bus stop	Transit
Welch at Spring Creek Trail	Trail, Park, school
Spring Creek Trail at Shields underpass	Trail

Table 5 Retail locations flyers were distributed

Location
Brave New Wheel
Drake Cycles
Gearage
proVelo
Recycled Cycles
REI
Incycle (South)
Incycle (North)
The Spoke
Runners World
Pedego
Trek
Precision E Bikes
Market Skate Shop





# Which Wheels Go Where?

Help the City of Fort Collins update rules about which kinds of micromobility (e-scooters, skateboards, etc) can go where (sidewalks, paved trails, bike lanes, streets, etc).



[fcgov.com/whichwheelsgowhere](https://fcgov.com/whichwheelsgowhere)





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Plans

# Which Wheels Go Where?

As our mobility choices evolve, our laws need to evolve to stay current and effectively regulate and enforce the safe use of these vehicles on City facilities.

Help the City of Fort Collins update rules about which kinds of micromobility (e-scooters, skateboards, etc.) can go where (sidewalks, paved trails, bike lanes, streets).

## ¿En dónde va cada vehículo?

*A medida que evolucionan nuestras opciones de movilidad, nuestras leyes deben evolucionar para mantenerse actualizadas y regular y hacer cumplir de manera efectiva el uso seguro de estos vehículos en las instalaciones de la Ciudad.*

*Ayude a la ciudad de Fort Collins a actualizar las reglas sobre dónde pueden ir (aceras, senderos pavimentados, carriles para bicicletas) qué tipos de micromovilidad (monopatines eléctricos, patinetes, etc.).*

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For more info visit:

Para más información, ingrese en:

[fcgov.com/whichwheelsgowhere](https://fcgov.com/whichwheelsgowhere)



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City of Fort Collins  
PO Box 580  
Fort Collins, CO 80522-0580

## Which Wheels Go Where?

Survey takers will receive a \$5 Spin ride credit and a chance to win a bike, e-scooter, or skateboard!



## ¿En dónde va cada vehículo?

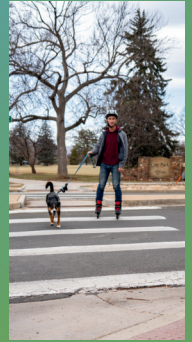
*¡Los encuestados recibirán un crédito de viaje de \$5 en Spin y la oportunidad de ganar una bicicleta, un monopatín eléctrico o una patineta!*



Scan to take the survey  
*Realice la encuesta*



24-25755



# Which Wheels Go Where?

City of  
Fort Collins

**Help the City of Fort Collins update rules about which kinds of micromobility (e-scooters, skateboards, etc) can go where (sidewalks, paved trails, bike lanes, streets, etc).**

Survey takers will receive a \$5 Spin ride credit and a chance to win a bike, e-scooter, or skateboard!

As our mobility choices evolve, our laws need to evolve to stay current and effectively regulate and enforce the safe use of these vehicles on City facilities.



**For more info visit: [fcgov.com/whichwheelsgowhere](https://fcgov.com/whichwheelsgowhere)**

# Which Wheels Go Where?

Share your feedback: Which wheels go where in Fort Collins?

Para español, haga clic [aquí](#).

Technology innovations have led to new kinds of small-wheeled, human- and electric-powered devices in Fort Collins. Please let us know your concerns about how we accommodate these new things – and old things. The survey will close September 30, 2024. For more information, click [here](#). Thank you for your input!



Next

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# Which Wheels Go Where?

## Which wheels are we talking about?

“Scooter” and other words can mean a lot of different things. Let’s make sure we’re all talking about the same things with a short quiz before continuing the survey.

1. Which of these are human powered vehicles?

☐☐☐☐



2. An e-scooter is a vehicle that:



- ☐ Weighs less than 100 pounds.
- ☐ Has a handlebar and an electric motor.
- ☐ Has a maximum speed of twenty (20) miles per hour or less on a paved level surface when powered solely by the electric motor.

3. Which of these things are lightweight electric vehicles?



4. Which of these are lightweight electric vehicles?



Item 3.

☐

☐ None of these.

---

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## Which Wheels Go Where?

### Answers: Which wheels are we talking about?

“Scooter” and other words can mean a lot of different things. Let’s make sure we’re all talking about the same things with a short quiz before continuing the survey.

Which of these are human powered vehicles?

Answer: All of these. Skates, skateboards, kick scooters, and bikes are human powered. E-bikes are primarily human powered, with electric assist.



Answer: According to the definition in Colorado Revised Statue 42-1-102 (28.8), an e-scooter is a vehicle that weighs less than 100 pounds, has a handlebar and an electric motor, and has a maximum speed of 20 mph or less on a paved level surface when powered solely by the electric motor.



Which of these are lightweight electric vehicles?

Answer: All of these. E-scooters, electric skateboards, hoverboards, Onewheels, and electric unicycles are some of the lightweight electric vehicles that have appeared in recent years.



Which of these are lightweight electric vehicles?

Answer: None of these. Low power scooters, golf carts, and electric dirt bikes are not lightweight electric vehicles. Some of these may look like lightweight electric vehicles but they are more powerful, faster, and/or heavier.

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22%

## Which Wheels Go Where?

### Do you have concerns?

5. Do you have any concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets? \*

☐ No, I do not have any concerns

☐ Yes, I do have concerns

---

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# Which Wheels Go Where?

## Which Wheels Go Where?

Now that we understand the definitions, please let us know your concerns about the operations of these on different types of facilities.

6.



What is your top concern regarding the use of **human powered vehicles** on **sidewalks**?

- ☐ May travel too fast
- ☐ Unsafe riding
- ☐ Congestion on sidewalks
- ☐ Things blocking sidewalks
- ☐ No concern

7.



What is your top concern regarding the use of **lightweight electric vehicles** on **sidewalks**?

- ☐ May travel too fast
- ☐ Unsafe riding
- ☐ Congestion on sidewalks
- ☐ Things blocking sidewalks

☐ No concern

---

8.



What is your top concern regarding the use of **lightweight electric vehicles** on **paved trails**?

- ☐ May travel too fast
  - ☐ Unsafe riding
  - ☐ Congestion on paved trail
  - ☐ Things blocking paved trail
  - ☐ No concern
- 

9.



What is your top concern regarding the use of **human powered vehicles** in **bike lanes**?

- ☐ Congestion in bike lane
  - ☐ Conflicts with motor vehicles
  - ☐ May travel too slow
  - ☐ May travel too fast
  - ☐ Things blocking bike lane
  - ☐ No concern
-



10.



What is your top concern regarding the use of **lightweight electric vehicles** in **bike lanes**?

- ☐ Congestion in bike lane
  - ☐ Conflicts with motor vehicles
  - ☐ May travel too slow
  - ☐ May travel too fast
  - ☐ Things blocking bike lane
  - ☐ No concern
- 

11.



What is your top concern regarding the use of **human powered vehicles** on **streets**?

- ☐ May not follow the rules of the road
  - ☐ Conflicts with motor vehicles
  - ☐ May travel too slow
  - ☐ May travel too fast
  - ☐ Things blocking street
  - ☐ No concern
-

12.



What is your top concern regarding the use of **lightweight electric vehicles** on **streets**?

- ☐ May not follow the rules of the road
- ☐ Conflicts with motor vehicles
- ☐ May travel too slow
- ☐ May travel too fast
- ☐ Things blocking street
- ☐ No concern

---

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# Which Wheels Go Where?

## Comments

13. Do you have other comments you'd like to share about Which Wheels Go Where?



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# Which Wheels Go Where?

## Which wheels do YOU use?

We'd like to make sure we're hearing from people who use various kinds of wheels, or none at all. Which wheels do you use?

14.



On **sidewalks**, do you:

- ☐ Walk
  - ☐ Bicycle
  - ☐ Ride an e-bike
  - ☐ Ride an e-scooter
  - ☐ Ride a human powered vehicle other than a bicycle or e-bike
  - ☐ Ride a lightweight electric vehicle other than an e-scooter
  - ☐ Ride a horse
  - ☐ None of these
- 

15.



On **paved trails**, do you:

- ☐ Walk
- ☐ Bicycle

- ☐ Ride an e-bike
  - ☐ Ride an e-scooter
  - ☐ Ride a human powered vehicle other than a bicycle or e-bike
  - ☐ Ride a lightweight electric vehicle other than an e-scooter
  - ☐ Ride a horse
  - ☐ None of these
- 

16.

In **bike lanes**, do you:

- ☐ Bicycle
  - ☐ Ride an e-bike
  - ☐ Ride an e-scooter
  - ☐ Ride a human powered vehicle other than a bicycle or e-bike
  - ☐ Ride a lightweight electric vehicle other than an e-scooter
  - ☐ None of these
- 

17.

On **streets without bike lanes**, do you:

- ☐ Bicycle
- ☐ Ride an e-bike
- ☐ Ride an e-scooter
- ☐ Ride a human powered vehicle other than a bicycle or e-bike

Item 3.

- ☐ Ride a lightweight electric vehicle other than an e-scooter
- ☐ Drive
- ☐ Ride a horse
- ☐ None of these

---

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# Which Wheels Go Where?

## Demographics

The City gathers demographic information to help improve programs, to determine potential barriers to participation and to ensure everyone in our community has access to their local government. Demographic information helps us assess what communities we are effectively reaching and who we may need to work harder to reach on important issues. All questions are optional, and any information gathered will be kept completely anonymous.

18. What is your affiliation with Colorado State University?

*Check all that apply*

- ☐ Undergraduate student
- ☐ Graduate student
- ☐ Visiting student
- ☐ Faculty
- ☐ Staff
- ☐ No current affiliation
- ☐ Decline to specify

---

19. Do you have a disability or health condition that affects the travel choices you make in Fort Collins?

*Check all that apply*

- ☐ Mobility or dexterity (e.g. walking, climbing stairs)
- ☐ Visual (e.g. blind, low vision)
- ☐ Deaf or hard-of-hearing
- ☐ Speech or communication
- ☐ Cognitive



- ☐ No disability
- ☐ Decline to specify
- 

20. Age range:

- ☐ 14 yrs or younger
- ☐ 15-19 yrs
- ☐ 20-29 yrs
- ☐ 30-39 yrs
- ☐ 40-49 yrs
- ☐ 50-59 yrs
- ☐ 60-69 yrs
- ☐ 70 yrs or older
- ☐ Decline to specify
- 

21. Household Income Range:

- ☐ Less than \$10,000
- ☐ \$10,000-\$14,999
- ☐ \$15,000-\$24,999
- ☐ \$25,000-\$34,999
- ☐ \$35,000-\$49,999
- ☐ \$50,000-\$74,999
- ☐ \$75,000-\$99,999
- ☐ \$100,000-\$149,999
- ☐ \$150,000-\$199,999
- ☐ \$200,000 or more
- ☐ Decline to specify
-

## 22. Gender:

*Check all that apply*

- ☐ Nonbinary
  - ☐ Woman
  - ☐ Man
  - ☐ Transgender
  - ☐ Two-Spirit
  - ☐ Prefer to self-identify
  - ☐ Decline to specify
- 

## 23. Race/Ethnicity:

*Check all that apply*

- ☐ American Indian/Alaska Native
  - ☐ African
  - ☐ African American/Black
  - ☐ Asian/Asian American
  - ☐ Hispanic/Latinx/Spanish Origin
  - ☐ Middle Eastern/North African
  - ☐ Native Hawaiian/Other Pacific Islander
  - ☐ White
  - ☐ Prefer to self-identify:
  - ☐ Decline to specify
- 

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## Which Wheels Go Where?

Thank you!

In appreciation for your time, you can receive \$5 ride credit for Spin and a chance to win a bike, an e-scooter, or a skateboard.

24. If you would like a \$5 ride credit for Spin, enter your email.

25. If you would like a chance to win a bike, e-scooter, or skateboard, enter your email.

*To be eligible for the drawing, you must enter a valid e-mail and you must select which drawing you wish to enter in the question below. Winners will be drawn at random from all entries after September 30, 2024. Winners will be notified by email and must accept prize within 7 days, or a new winner will be drawn.*

26. Which drawing do you want to enter?

- ☐ \$500 gift card to Recycled Cycles
- ☐ Segway Ninebot G30 e-scooter (\$700 value)
- ☐ \$200 gift card to Market Skateshop OR Visa gift card

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Submit

89%

# Which Wheels Go Where?

Thank You!

The questionnaire is complete. Thank you for your time.

~City of Fort Collins

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100%

## ¿En dónde va cada vehículo?

Comparta sus comentarios: ¿En dónde va cada vehículo en Fort Collins?

Las innovaciones tecnológicas han dado lugar a nuevos tipos de dispositivos con ruedas pequeñas tanto eléctricos como accionados por humanos en Fort Collins. Háganos saber sus inquietudes sobre cómo adaptamos estas cosas nuevas y las antiguas. La encuesta se cerrará el 30 de septiembre. ¡Gracias por sus aportes!



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## ¿En dónde va cada vehículo?

### ¿De qué vehículos estamos hablando?

"Monopatín" y otras palabras pueden significar muchas cosas diferentes. Asegurémonos de que todos hablamos de las mismas cosas con un breve cuestionario antes de continuar con la encuesta.

1. ¿Cuáles de los siguientes son vehículos accionados por humanos?

☐☐☐☐

2. Un monopatín eléctrico es un vehículo que:



- ☐ Pesa menos de 100 libras.
- ☐ Tiene un manillar y un motor eléctrico.
- ☐ Tiene una velocidad máxima de veinte (20) millas por hora o menos en una superficie nivelada y pavimentada cuando funciona únicamente con el motor eléctrico.

3. ¿Cuáles de estos son vehículos eléctricos ligeros?



4. ¿Cuáles de estos son vehículos eléctricos ligeros?





Item 3.

☐

☐ Ninguna de estas

---

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## ¿En dónde va cada vehículo?

### Respuestas: ¿De qué vehículos estamos hablando?

"Monopatín" y otras palabras pueden significar muchas cosas diferentes. Asegurémonos de que todos hablamos de las mismas cosas con un breve cuestionario antes de continuar con la encuesta

¿Cuáles de los siguientes son vehículos accionados por humanos?

Respuesta: Todas estas. Los patines, monopatines, patinetas y bicicletas son impulsados por humanos. Las bicicletas eléctricas son impulsadas principalmente por humanos, con asistencia eléctrica.



Respuesta: Según la definición de la sección 42-1-102 (28.8) de los Estatutos Revisados de Colorado, un monopatín eléctrico es un vehículo que pesa menos de 100 libras, tiene un manillar y un motor eléctrico, y tiene una velocidad máxima de 20 mph o menos en una superficie nivelada y pavimentada cuando funciona únicamente con el motor

eléctrico.



¿Cuáles de los siguientes son vehículos eléctricos ligeros?

Respuesta: Todas estas. Los monopatines eléctricos, las patinetas eléctricas, las aeropatinetas, las patinetas de una rueda y los monociclos eléctricos son algunos de los vehículos eléctricos ligeros que han aparecido en los últimos años.



¿Cuáles de los siguientes son vehículos eléctricos ligeros?

Respuesta: Ninguna de estas. Los escúter de bajo consumo, los carritos de golf y las motos enduro eléctricas no son vehículos eléctricos livianos. Algunos de estos vehículos pueden parecer vehículos eléctricos livianos, pero son más potentes, más rápidos o más pesados.



## ¿En dónde va cada vehículo?

### ¿Tiene alguna duda?

5. ¿Le preocupan los vehículos eléctricos livianos o accionados por humanos en las aceras, los senderos pavimentados, los carriles para bicicletas o las calles? \*

☐ No, no tengo ninguna duda

☐ Sí, tengo dudas

---

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33%

# ¿En dónde va cada vehículo?

## ¿En dónde va cada vehículo?

Ahora que entendemos las definiciones, háganos saber sus inquietudes sobre las operaciones de los mismos en diferentes tipos de instalaciones

6.



¿Cuál es su principal preocupación con respecto al uso de **vehículos accionados por humanos en las aceras**?

- ☐ Pueden ir demasiado rápido
- ☐ Circulación insegura
- ☐ Congestión en las aceras
- ☐ Vehículos estacionados que bloquean las aceras
- ☐ No hay preocupaciones

7.



¿Cuál es su principal preocupación con respecto al uso de **vehículos eléctricos ligeros en las aceras**?

- ☐ Pueden ir demasiado rápido
- ☐ Circulación insegura
- ☐ Congestión en las aceras
- ☐ Vehículos estacionados que bloquean las aceras

☐ No hay preocupaciones

---

8.



¿Cuál es su principal preocupación con respecto al uso de **vehículos eléctricos ligeros** en **senderos pavimentados**?

- ☐ Pueden ir demasiado rápido
  - ☐ Circulación insegura
  - ☐ Congestión en senderos pavimentados
  - ☐ Vehículos estacionados que bloquean el sendero pavimentado
  - ☐ No hay preocupaciones
- 

9.



¿Cuál es su principal preocupación con respecto al uso de **vehículos accionados por humanos** en **los carriles para bicicletas**?

- ☐ Congestión en el carril para bicicletas
  - ☐ Conflictos con vehículos motorizados
  - ☐ Puede ir demasiado despacio
  - ☐ Pueden ir demasiado rápido
  - ☐ Vehículos estacionados que bloquean el carril
  - ☐ No hay preocupaciones
-

10.



¿Cuál es su principal preocupación con respecto al uso de **vehículos eléctricos ligeros en los carriles para bicicletas?**

- ☐ Congestión en el carril para bicicletas
  - ☐ Conflictos con vehículos motorizados
  - ☐ Puede ir demasiado despacio
  - ☐ Pueden ir demasiado rápido
  - ☐ Vehículos estacionados que bloquean el carril
  - ☐ No hay preocupaciones
- 

11.



¿Cuál es su principal preocupación con respecto al uso de **vehículos accionados por humanos en las calles?**

- ☐ Puede que no sigan las reglas de la carretera
  - ☐ Conflictos con vehículos motorizados
  - ☐ Puede ir demasiado despacio
  - ☐ Pueden ir demasiado rápido
  - ☐ Vehículos estacionados que bloquean las calles
  - ☐ No hay preocupaciones
-



12.



¿Cuál es su principal preocupación con respecto al uso de **vehículos eléctricos ligeros en las calles**?

- ☐ Puede que no sigan las reglas de la carretera
- ☐ Conflictos con vehículos motorizados
- ☐ Puede ir demasiado despacio
- ☐ Pueden ir demasiado rápido
- ☐ Vehículos estacionados que bloquean las calles
- ☐ No hay preocupaciones

---

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## ¿En dónde va cada vehículo?

### Comments

13. ¿Tiene otros comentarios que le gustaría compartir sobre "En dónde va cada vehículo"?



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## ¿En dónde va cada vehículo?

### ¿Qué vehículo usa USTED?

Nos gustaría asegurarnos de escuchar a las personas que usan varios tipos de vehículos o que no usan ninguno. ¿De qué manera se moviliza?

14.



En las **aceras**, ¿cómo se moviliza?:

- ☐ Camino
- ☐ Voy en bicicleta
- ☐ Conduzco una bicicleta eléctrica
- ☐ Conduzco un monopatín eléctrico
- ☐ Conduzco un vehículo accionado por humanos que no sea una bicicleta ni una bicicleta eléctrica
- ☐ Conduzco un vehículo eléctrico ligero que no sea un monopatín eléctrico
- ☐ Ando a caballo
- ☐ Ninguna de estas

15.



En los **senderos pavimentados**, ¿cómo se moviliza?:

- ☐ Camino

- ☐ Voy en bicicleta
- ☐ Conduzco una bicicleta eléctrica
- ☐ Conduzco un monopatín eléctrico
- ☐ Conduzco un vehículo accionado por humanos que no sea una bicicleta ni una bicicleta eléctrica
- ☐ Conduzco un vehículo eléctrico ligero que no sea un monopatín eléctrico
- ☐ Ando a caballo
- ☐ Ninguna de estas

16.



En **los carriles para bicicletas**, ¿cómo se moviliza?:

- ☐ Voy en bicicleta
- ☐ Conduzco una bicicleta eléctrica
- ☐ Conduzco un monopatín eléctrico
- ☐ Conduzco un vehículo accionado por humanos que no sea una bicicleta ni una bicicleta eléctrica
- ☐ Conduzco un vehículo eléctrico ligero que no sea un monopatín eléctrico
- ☐ Ninguna de estas

17.



En **calles sin carriles para bicicletas**, ¿cómo se moviliza?:

- ☐ Voy en bicicleta
- ☐ Conduzco una bicicleta eléctrica

- ☐ Conduzco un monopatín eléctrico
- ☐ Conduzco un vehículo accionado por humanos que no sea una bicicleta ni una bicicleta eléctrica
- ☐ Conduzco un vehículo eléctrico ligero que no sea un monopatín eléctrico
- ☐ Conduzco
- ☐ Ando a caballo
- ☐ Ninguna de estas

---

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# ¿En dónde va cada vehículo?

## Demografía

La Ciudad recopila información demográfica para ayudar a mejorar los programas, determinar los posibles obstáculos en la participación y garantizar que todas las personas de nuestra comunidad tengan acceso a su gobierno local. La información demográfica nos ayuda a evaluar a qué comunidades estamos llegando de manera efectiva y a quiénes podemos necesitar para trabajar más arduamente y abarcar temas importantes. Todas las preguntas son opcionales y cualquier información recopilada se mantendrá completamente anónima.

18. ¿Cuál es su afiliación con la Colorado State University?

*Marque todo lo que corresponda*

- ☐ Estudiante de grado
- ☐ Estudiante de posgrado
- ☐ Estudiante visitante
- ☐ Cuerpo docente
- ☐ Personal
- ☐ No hay afiliación actual
- ☐ Me niego a especificar

---

19. ¿Tiene una discapacidad o un problema de salud que afecte las decisiones de viaje que toma en Fort Collins?

*Marque todo lo que corresponda*

- ☐ Movilidad o destreza (p. ej., caminar, subir escaleras)
- ☐ Visual (p. ej., ciegos o con baja visión)
- ☐ Sordos o con problemas de audición
- ☐ De habla o comunicación

- ☐ Cognitivo
  - ☐ Sin discapacidad
  - ☐ Me niego a especificar
- 

## 20. Rango de edad:

- ☐ 14 años o menor
  - ☐ 15-19 años
  - ☐ 20-29 años
  - ☐ 30-39 años
  - ☐ 40-49 años
  - ☐ 50-59 años
  - ☐ 60-69 años
  - ☐ 70 años o más
  - ☐ Me niego a especificar
- 

## 21. Rango de ingresos del grupo familiar:

- ☐ Menos de \$10,000
- ☐ \$10,000-\$14,999
- ☐ \$15,000-\$24,999
- ☐ \$25,000-\$34,999
- ☐ \$35,000-\$49,999
- ☐ \$50,000-\$74,999
- ☐ \$75,000-\$99,999
- ☐ \$100,000-\$149,999
- ☐ \$150,000-\$199,999
- ☐ \$200,000 o más
- ☐ Me niego a especificar



## 22. Género

*Marque todo lo que corresponda*

- ☐ No binario
- ☐ Mujer
- ☐ Hombre
- ☐ Transgénero
- ☐ Dos espíritus
- ☐ Prefiero identificarme por mi cuenta:
- ☐ Me niego a especificar

## 23. Raza/etnia

*Marque todo lo que corresponda*

- ☐ Indígena estadounidense/nativo(a) de Alaska
- ☐ o(a)
- ☐ Afroamericano(a)/negro(a)
- ☐ Asiático(a)/asiático(a) americano(a)
- ☐ Origen hispano/latino/español
- ☐ De Medio Oriente/norafricano(a)
- ☐ Nativo(a) de Hawái u otra isla del Pacífico
- ☐ Blanco(a)
- ☐ Prefiero identificarme por mi cuenta:
- ☐ Me niego a especificar

\*

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## ¿En dónde va cada vehículo?

### ¡Gracias!

Como agradecimiento por su tiempo, puede recibir un crédito de viaje de \$5 para Spin y la oportunidad de ganar una bicicleta, un monopatín eléctrico o una patineta.

24. Si quiere recibir un crédito de viaje de \$5 para Spin, ingrese su correo electrónico.

25. Si quiere tener la oportunidad de ganar una patineta, una bicicleta o un monopatín eléctrico, ingrese su correo electrónico.

*Para ser elegible para participar en el sorteo, debe ingresar un correo electrónico válido y seleccionar el sorteo en el que desea participar en la pregunta siguiente. Los ganadores se elegirán al azar entre todas las participaciones después del 30 de septiembre de 2024. Los ganadores recibirán una notificación por correo electrónico y deberán aceptar el premio en un plazo de 7 días o se sorteará un nuevo ganador*

26. ¿En qué sorteo desea participar?

- ☐ Tarjeta de regalo de \$500 para Recycled Cycles
- ☐ Monopatín eléctrico Segway Ninebot G30 (valorado en \$700)
- ☐ Tarjeta de regalo de \$200 para Market Skateshop O tarjeta de regalo Visa

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¿En dónde va cada vehículo?

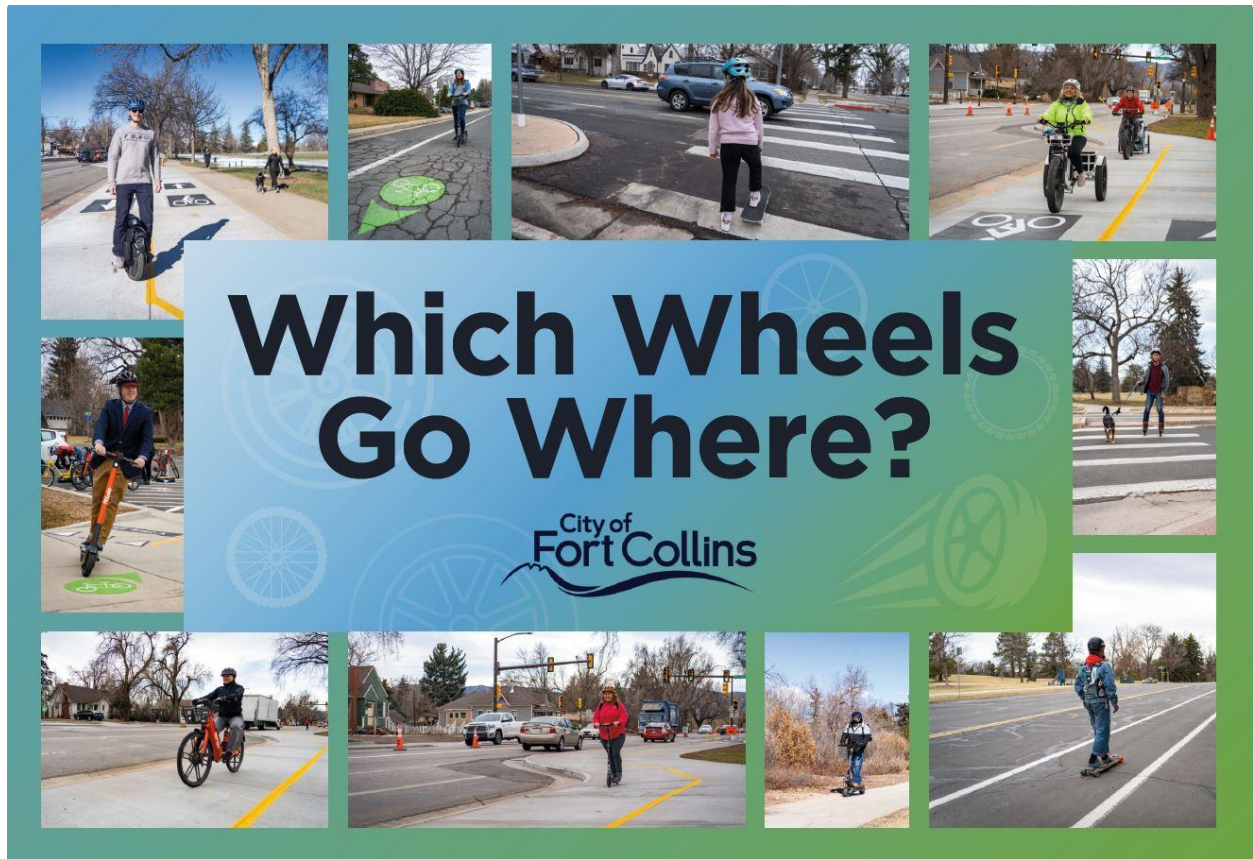
¡Gracias!

El cuestionario está completo. Gracias por su tiempo.

~City of Fort Collins

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100%



# Which Wheels Go Where

## Report

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## Overview

“Micromobility” means devices with a small profile and lower speed compared to most motor vehicles, such as bicycles, scooters, skateboards, rollerblades, and other vehicles. They may be human powered vehicles or lightweight electric vehicles with a top speed of 20 mph or less. With recent battery and technology advances, the options are expanded and changing rapidly.

Today, people use human and lightweight electric vehicles to move about the city; however, many of the laws pertaining to these devices are outdated. Current laws create a fragmented, inconsistent, and often unsafe network (Table 1). Our mobility choices are changing, and our laws need to stay current to regulate, educate, and enforce the safe use of these devices on city facilities and create a fair physical and legal environment for their use.

## Background

Fort Collins’ robust bicycle network is well suited to accommodate micromobility, and the City is constantly working to improve the bicycle network. Supporting the use of new devices provides community members more mobility choices that move away from use of motor vehicles which emit greenhouse gases and cause traffic congestion. Therefore, this aligns with several City plans and priorities, such as Our Climate Future, Active Modes Plan, Strategic Trails Plan, Vision Zero Action Plan, Shift Your Ride, and 15-Minute City.

### Goal

The goal of Which Wheels Go Where is to accommodate more kinds of micromobility and protect pedestrians, people with disabilities, seniors, and children, through updating and simplifying the laws governing micromobility operations on streets, bike lanes, sidewalks, and paved trails (for example, Table 2), and clarifying right of way and behavior.

Accommodate more kinds of  
micromobility  
**AND**  
Protect pedestrians, people with  
disabilities, seniors, and children.

To inform this project, community members who experience bicycle and pedestrian facilities in different contexts were engaged to determine how best to accommodate human powered vehicles and lightweight electric vehicles on city facilities and to develop strategies to address concerns. We collected internal and external stakeholder input and reviewed crash data and experiences in other communities. The Community Engagement Summary summarized the community outreach and input received in the questionnaire, which received almost 1,500 responses from July to November, 2024. This report (a companion to the Community Engagement Summary) summarizes research and input received outside of the questionnaire.



Table 1. Where current ordinance allows and prohibits various types of vehicles

	Bicycles	E-bikes, Class 1 & 2	E-bikes, Class 3	E-scooters	Human powered vehicle	Lightweight electric vehicle	Low-power scooter
<b>Street</b>	Allowed	Allowed	Allowed	Allowed	Prohibited	Prohibited	Allowed
<b>Bike lane</b>	Allowed	Allowed	Allowed	Allowed	Prohibited	Prohibited	Prohibited
<b>Sidewalk</b>	Allowed	Allowed	???	???	Allowed	Allowed	Prohibited
<b>Sidewalk – Dismount zone</b>	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited
<b>Paved Trails (except Mason Trail)</b>	Allowed	Allowed	Prohibited	Prohibited	Allowed	Prohibited	Prohibited
<b>Mason Trail</b>	Allowed	Allowed	Prohibited	Allowed	Allowed	Allowed	Prohibited
<b>Crosswalk</b>	Ride	Ride	Ride	Dismount	Ride	Ride	Dismount
<b>Crosswalk – Dismount zone</b>	Dismount	Dismount	Dismount	Dismount	Dismount	Dismount	Dismount

Table 2. Possible future ordinances regulating various types of vehicles

	Human powered vehicles	Lightweight electric vehicles	Low power scooter
<b>Street</b>	Allowed	Allowed	Allowed
<b>Bike lane</b>	Allowed	Allowed	Prohibited
<b>Sidewalk</b>	Allowed	Allowed	Prohibited
<b>Paved Trails</b>	Allowed	Allowed	Prohibited
<b>Crosswalk</b>	Ride	Ride	Dismount
<b>Dismount zone</b>	Dismount	Dismount	Prohibited

## Plan Congruence

Which Wheels Go Where is an outcome of the Active Modes Plan and supports several City plans and priorities, including Our Climate Future, Strategic Trails Plan, Vision Zero Action Plan, Shift Your Ride, and 15-Minute City.

### Active Modes Plan

The Active Modes Plan has the goals of 50% active mode share by 2032 and zero active mode fatalities and serious injuries by 2032. The plan is oriented around five Big Moves.

One progress tracker of the Big Move “A Complete and Connected Network” is “Ability of residents to reach community destinations from their homes by walking, biking, rolling, and using micromobility on continuous facilities without gaps in available infrastructure”. Existing policies governing some kinds of micromobility result in network gaps.

One progress tracker of the Big Move “Safe and Comfortable Travel” is “Low-stress network of protected bicycle facilities, detached sidewalks, and off-road multiuse trails that is also accessible to micromobility users, including motorized micromobility”.

The Active Modes Plan has five categories of policy and program recommendations. Recommendation 3e (from Category 3, “Aligning Standards with Active Modes Goals”) is “Revise standards and regulations to support micromobility as a mode of transportation”. In action, this means: “Identify ordinances and regulations that restrict the network for micromobility users. Engage stakeholders to determine what changes to ordinances and regulations could provide a safe and connected network for micromobility users.”

The Which Wheels Go Where project fulfills recommendation 3e.

### Our Climate Future

One of the three goals of Our Climate Future is to reduce greenhouse gas emissions 80% below 2005 levels by 2030. Big Move 4 is “Convenient Transportation Choices: It is safe, easy, fast and affordable to get around without a car”. Micromobility offers many varied transportation alternatives to motor vehicles.

### Strategic Trails Plan

The paved trails are the heart of the bicycle network. Most of the paved trails are owned and maintained by the Parks Department or Natural Resources. The Strategic Trails Plan provides a framework for planning, design, maintenance, and preservation of the recreational paved trail system of the Parks Department.

### Vision Zero Action Plan

The Vision Zero Action Plan has eleven transformative actions and 33 supporting actions in five goal areas, with a Focus on Vulnerable Road Users as an overarching goal. Vulnerable road users are people walking, bicycling, or riding micromobility.

The first goal area, Support Mode Shift, identifies three City plans and programs to increase mode shift: Transit Master Plan, Active Modes Plan, and Shift Your Ride program. The transformative actions in this goal area are to implement these plans and programs. The rationale behind this is that motor vehicles are involved in nearly all severe crashes, and removing or reducing the “threat” – motor vehicles – is the most impactful strategy to eliminate severe crashes.

Updating rules to accommodate more kinds of micromobility gives people a wider variety of alternatives to driving motor vehicles. As one of just five Platinum Bicycle Friendly Communities in the nation, Fort Collins has a robust bicycle network and rules governing bicycle use. Recent efforts have expanded accommodations for e-bikes and e-scooters. In addition to bicycles, e-bikes, and e-scooters, some people may find other human powered or lightweight electric vehicles more appealing or feasible as alternatives to driving motor vehicles.

### Shift Your Ride

The objectives of the Shift Your Ride program are 1) reduce travel demand by employing transportation demand management strategies and 2) support the transition to cleaner fuels like electric vehicles. Accommodating more kinds of micromobility supports the three aims of the program.

- 1) Expand convenient transportation options – Accommodating more kinds of micromobility expands convenient transportation options.
- 2) Promote low-carbon travel options – Micromobility options are lower carbon than driving motor vehicles and can replace vehicle trips.
- 3) Improve community health – When micromobility trips replace motor vehicle trips, there is a beneficial effect on both air quality and severe traffic crashes. Human powered vehicles directly improve physical health. Many lightweight electric vehicles also have a positive impact on physical health, even if they do not require pedaling, as standing and balancing are physically beneficial.

### 15-minute city

One of the 2024-2026 Council priorities is “Advance a 15-minute city by accelerating our shift to active modes”. Accommodating different kinds of micromobility provides more active modes options.

### Micromobility networks

Under current rules, micromobility devices other than bicycles and Class 1 and 2 e-bikes do not have access to the entire bicycle network.

- E-scooters and other lightweight electric vehicles are restricted from most paved trails.
- Skateboards, e-skateboards, and other human powered and lightweight electric vehicles other than bicycles, e-bikes, and e-scooters are restricted from bike lanes and streets.

However, many riders reported being unaware of these restrictions and choosing to ride where they feel is safe and convenient.

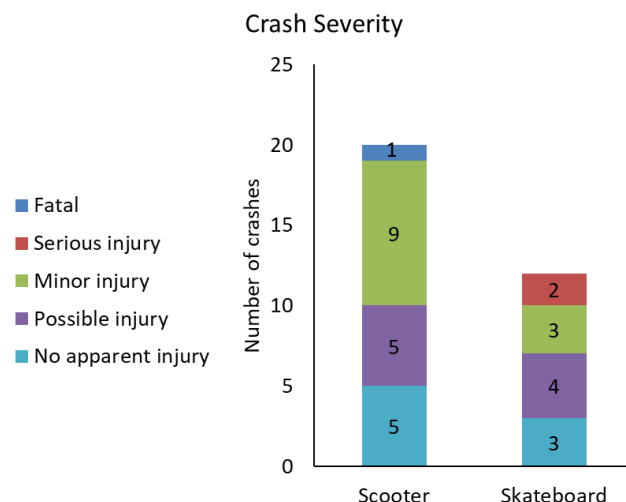
### Scooter and skateboard crash analysis

To understand the potential safety implications of formally allowing human powered and lightweight electric vehicles to ride on streets, crashes involving scooters and skateboards were analyzed. E-scooters are allowed to ride on streets while kick scooters and skateboards are currently classified as “toy vehicles” and are not allowed to ride on streets.

A 2019-2023 crash data report was generated from the Fort Collins crash database using the keywords “scooter” and “skateboard”. The crash narrative and other fields were manually analyzed to determine if a stand-up scooter or skateboard was involved and 32 crashes identified (Table 3).

*Table 3 Number of scooter and skateboard crashes 2019-2023*

Scooter/Skateboard	Number of crashes
E-scooter (any)	18
Spin e-scooters	5
Kick scooter	2
E-skateboard	3
Longboard	2
Skateboard	7
All scooter	20
All skateboard	12
All scooter/skateboard	32 (6.4/year)



### Crash severity

One of the 32 crashes resulted in death and two in serious injuries (Figure 3). *Figure 1 Crash severity*

### Probable fault

Probable fault was assigned to a motorist in the majority of crashes, including 12 of the 20 scooter crashes and 8 of the 12 skateboard crashes (Table 4).

Of the eight crashes determined to be caused by a person riding a scooter, the riders' errors were:

- Fail to yield – 4
- Distracted (involved a parked motor vehicle) – 1
- Improperly parked e-scooter (involved a bicyclist and a Spin scooter) – 1
- Ran stop sign – 1
- Wrong direction – 1

Of the four crashes determined to be caused by a person riding a skateboard, the riders' errors were:

- Fail to yield – 2
- Fell off – 1
- Crossed against the light – 1

*Table 4 Party at fault in scooter and skateboard crashes*

Fault	Scooter	Skateboard
<b>Motorist</b>	12	8
<b>Rider</b>	8	4

#### Toy in roadway citations

Skateboards are classified as “toy vehicles” and as such are prohibited from streets. A person riding a skateboard in a street can be cited for “Toy in roadway”. E-scooters are not toy vehicles.

In the skateboard and scooter crashes analyzed, the “Toy in roadway” citation was used twice:

1. In one skateboard-involved crash, the person driving stopped at a stop sign and then proceeded through the intersection, colliding with the person riding a skateboard in the bike lane who did not have a stop sign. It was dark and the person riding the skateboard did not have lights. The person riding the skateboard was cited for “Toy in roadway” and the crash report identified the probable cause as “pedestrian failed to yield”.
2. There was one citation for “Toy in roadway” in an e-scooter crash. No other information was available.

## Partner feedback

This project was led by FC Moves and Parks staff who gathered feedback and discussed strategies with internal and external partners.

### Internal partners

Internal partners provided guidance on community engagement, identified gaps in feedback, and shared concerns and challenges with existing conditions and possible changes.

#### Internal partners engaged

The May 24, 2024 kick-off meeting included with staff from City Attorney Office, Communications and Public Involvement Office, FC Moves, Natural Areas, Office of Equity & Inclusion, Parks, Police Services, Recreation, Traffic Operations. Rangers from both Parks and Natural Areas were present. After an overview of the project, staff were enthusiastic about the need for updates and for extensive public engagement on updates and behavior expectations, particularly with older residents, people with low income, and youth.

Several meetings were held to gather feedback and develop strategies:

- May 2, 2024 – City Attorney’s Office
- June 26, 2024 – City Attorney’s Office, Police Services (Traffic Unit), Traffic Operations
- July 10, 2024 –City Attorney’s Office (prosecutors)
- July 11, 2024 – Police Services (Traffic Unit), Traffic Operations
- July 15, 2024 – Police Services (HOPE Team)
- August 6, 2024 – Police Services (Traffic Unit), Boulder Police
- October 29, 2024 – FC Moves Education and Outreach
- October 30, 2024 – Police Services (Traffic Unit), Traffic Operations
- March 17, 2025 – Police Services (Traffic Unit)
- May 8, 2025 – Natural Areas

Natural Areas’ motorized mobility policy was reviewed to ensure compatibility with rule changes affecting paved trails.

#### Enforcement perspective

Police officers and rangers expressed the following perspectives about allowing human powered and lightweight electric vehicles on streets and paved trails:

- More resources might be needed
  - For responding to crashes if crashes increase
  - For enforcement of behavior or equipment rules
- Education and outreach considerations
  - Resources and identifying responsibility for conducting outreach



- Challenges of reaching people and constant effort to reach new students and residents
- Consistency of messaging across departments
- Considerations of legal recourse
  - Protection for motorists' damage if involved in a collision with an at-fault uninsured rider.
- Potential for increased crashes on streets
  - Speed differential between motor vehicles and other riders on streets
  - Ability to maneuver on different vehicles
  - Ability to stop on different vehicles
  - Lack of safety equipment, such as helmets, lights, and brakes
  - Some studies suggest scooter crashes result in severe injuries

### Other outstanding questions

Some questions raised by internal partners can be addressed as new rules are drafted. Others may require more resources and actions. Some questions raised by internal partners reflect those also heard from police officers and community feedback; they are included here for completeness.

- Safety
  - Potential for increased crashes on streets due to the speed differential between motor vehicles and other riders
  - Some communities experienced an increase in certain types of injuries when e-scooters were introduced
  - Speed bumps could be barriers to some vehicles like e-scooters (currently allowed on streets) and skateboards (not currently allowed on streets)
  - Some vehicles and riders may lack safety equipment, such as helmets, lights, or brakes
  - Some vehicles have different maneuverability than others
- Definitions
  - Differences in definitions between communities may create confusion for travelers and enforcement
- Expanding where devices are allowed to operate
  - Challenges to enforcement
  - Differences between municipal code and state code could create issues in civil court
- Data
  - Crash data is limited if it doesn't involve a motor vehicle

## External partners

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The Community Engagement Summary (a companion to this report) summarizes the community outreach and input received in the Which Wheels Go Where questionnaire, which received

almost 1,500 responses. This section summarizes research and input received outside of the questionnaire:

- Advisory Boards that provided input were Active Modes Advisory Board, Disability Advisory Board, Natural Resources Advisory Board, Senior Advisory Board, Transportation Advisory Board, and Youth Advisory Board. Several board members of these and other advisory boards provided feedback during a Super Issues meeting.
- Colorado State University Police
- Downtown Development Authority
- High school students
- Skateboarder

### **Advisory Boards**

Board members and students felt that it is important to provide safe, comfortable routes with predictable and consistent rules for micromobility riders. Rules should protect both riders and pedestrians. Board members emphasized:

- Simplifying regulations
- Support for education efforts
- Support for signage
- Creating a culture of mutual respect
- The need for safe infrastructure and maintenance of infrastructure
- The importance of audible signals
- Not all devices have speedometers

### **Colorado State University**

Because Colorado State University has a high number of people using different kinds of micromobility, CSU police were interviewed on 11/18/2024. Campus has a very high volume of all kinds of human powered and lightweight electric vehicles. Protecting pedestrians is a high priority. The important thing is how people are riding, not what kind of micromobility vehicle. The “careless riding” citation can be applied to bicycles, e-bikes, and e-scooters. It would be helpful if there were a similar citation for other human powered and lightweight electric vehicles. There is a disconnect between City ordinances regarding “toy vehicles” (which includes human powered and lightweight electric vehicles other than bicycles, e-bikes, and e-scooters) and the needs of the campus community. On CSU-owned streets, these devices are allowed on streets and they are prohibited from sidewalks if a bike lane is adjacent, while the current City ordinance restricts them from all streets. Since some streets on campus are CSU-owned and some are City-owned, this discrepancy creates confusion.

### **Downtown Development Authority**

Downtown is a different environment than the rest of the City and could be uniquely affected by changes to code. Staff from the Downtown Development Authority (interviewed 1/22/2025) don’t foresee negative impacts from allowing human powered and lightweight electric vehicles on streets within the DDA boundary. They see a need to educate people about the dismount zone

when there are code changes to ensure that dismount zones are not negatively impacted by rule changes.

### **High school students**

Questionnaire responses were low from the age groups under 15 years old and 15-19 years old, so additional feedback was sought in conversations with high school students in the Bike Tech class and the Environment classes.

- Skateboarders don't feel as if they belong anywhere and feel that drivers are hostile.
- Drivers should treat bicyclists and skateboarders the way they would like to be treated
- Micromobility riders need safe infrastructure, with wide bike lanes, separated bike lanes, and raised sidepaths
- New drivers feel nervous around bicyclists and skateboarders, and feel more comfortable when there are wide bike lanes, separated bike lanes, and raised sidepaths
- Fort Collins has a great bike culture

### **Skateboarder case study**

To get a more complete understanding of the experience of skateboarders, Sam, a skateboarder, was interviewed (11/17/2024). Sam has been “shredding” in Fort Collins for three decades and is well connected with the local skateboarding community. Some years, the skateboard was Sam’s primary transportation.

Skateboarders have the same goals as other travelers – a place that is safe and easy to get around. Skateboarders will look for the smoothest path, and that means they switch between facilities. Sidewalks don't always work for skateboarders. For example, while skateboarding, Sam once passed a bicyclist in a bike lane. At that speed, the sidewalk wasn't a safe option for Sam or for pedestrians.

Because there is a strong skateboarding community in Fort Collins, there are opportunities for education. The skateboard advocacy group “Lauch Community through Skateboarding” can disseminate information through social media, website, and posters in the Market Skate Shop. Signage at skateparks where skateboarders congregate can be effective. The FC Moves bicycle education program could be adapted for skateboarders if City rules for skateboarding aligned with the practical operation of a skateboard as a mode of transportation.

## Peer cities

Relevant rules and experience from peer cities are described in this section.

### Boulder

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The Which Wheels Go Where project was informed by Boulder's similar effort, also named Which Wheels Go Where, which resulted in code changes in 2021. Key elements of Boulder's code changes were:

- Clearly distinguish between lightweight electric vehicles and electric vehicles that are more powerful, such as low power scooters
- Defined where human powered vehicles and lightweight electric vehicles can be operated
- 15 mph speed limit on paved trails and 8 mph speed limit in crosswalks

After these code changes, education has been the primary strategy to address issues on multi-use paths and on streets and sidewalks. Clearly defining different categories of vehicles made it possible to accommodate more types of vehicles and educate what is and isn't allowed. The code changes support education and enforcement. Police are involved in education, and clear, understandable rules help in the rare situations when enforcement is necessary.

Police in Boulder were concerned that there would be severe crashes after allowing skateboards on streets. This concern did not materialize as there has not been an increase in any crashes (severe or otherwise) involving skateboards since allowing skateboards on streets in 2021.

### Denver

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Denver updated rules in 2020 to allow electric devices on trails:

- 15 mph speed limit
- Stay to the right except when passing
- When passing, yield to opposing traffic
- Sound warning when passing
- Yield to pedestrians

Denver code contains some inconsistencies, such as both a prohibition of bicycles and e-scooters on sidewalks as well as a 6 mph speed limit for bicycles and e-scooters on sidewalks. Neither the speed limit nor the prohibition apply to sidewalks that are part of a designated bicycle route. Denver does not allow roller skates, skateboards, and toy vehicles in the roadway.



Figure 2 Outreach graphic used in Denver

## Loveland

In 2023, the City of Loveland created an Open Lands and Trails Division Policy that allows Class 1 and 2 e-bikes, e-skateboards, e-scooters, and other electronic micromobility devices on City trails.

The policy stipulates:

- Electronic micromobility devices have motors that generate less than 750 watts of power, weigh less than 100 pounds, and have an axle width less than half the width of the trail
- All trails users ride or walk on the right, warn others of approach and when passing, and pass on the left.
- Riders yield the right of way to pedestrians.

## Other cities

Cities that allow e-scooters on paved trails include Boulder, Denver, Loveland, Fayetteville, AR; Salt Lake City, UT; and Columbus, OH. Boulder and Loveland also allow other lightweight electric vehicles on paved trails.

## Facilities

The facility options for human powered and lightweight electric vehicles are sidewalks, paved trails, bike lanes, and streets. This section discusses sidewalks and streets, including bike lanes. Paved trails will be explored further after the 18-month safety education campaign.

Current regulations allow bicycles, Class 1 & 2 e-bikes, and e-scooters to use sidewalks and streets, including bike lanes and crosswalks. The network for human powered and lightweight electric vehicles other than these, considered “toy vehicles”, is constrained because current regulations restrict electric toy vehicles from every facility except sidewalks and restrict human powered toy vehicles from streets.

### Sidewalks

Sidewalks in Fort Collins range from narrow, 18-inch sidewalks with mountable curbs to standard width sidewalks of 4.5 to 7 feet. Narrow sidewalks are not compliant with current standards, including ADA accessibility.

Sidewalks and sidepaths are both paths alongside roads, unlike paved trails which are mostly NOT alongside roads. Sidewalks are intended for the use of pedestrians while sidepaths are multiuse: designated for use by pedestrians, bicycles, human powered vehicles, and lightweight electric vehicles. To simplify regulations, the proposed code addresses the regulation of multi-use paths, which includes both paved trails and sidepaths.

While sidewalks are intended for pedestrians, people often use human powered and lightweight electric vehicles on sidewalks, typically because the bicycle facility does not feel safe or is not present. Adult riders are discouraged from riding on the sidewalk because while it may feel safer, there are hidden risks at driveways and parking lot entrances and exits. However, there are gaps in the bicycle network and places where inadequate sidewalks are the best available option for riders. Therefore, regulations should protect and prioritize pedestrian safety and comfort.

**Current regulations:** All human powered vehicles and lightweight electric vehicles are permitted on sidewalks, except in dismount zones. A person riding a bicycle, electrical assisted bicycle, or electric scooter on a sidewalk required to yield to pedestrians and sound warning.

**Proposed regulations:** All human powered vehicles and lightweight electric vehicles are permitted on sidewalks, except in dismount zones. Human powered and lightweight electric vehicles required to yield to pedestrians and sound warning and are prohibited from careless riding.

**Changes:**

- Other human powered and lightweight electric vehicles would be added as classes of vehicles that are required to yield to pedestrians and sound warning.
- Prohibition of careless riding would be applied to riding any human powered and lightweight electric vehicles on sidewalks.

## Streets

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Streets and bike lanes are considered together because existing regulations governing bicycles, e-bikes, and e-scooters do not distinguish between bike lanes and streets.

Bicycles, e-bikes, and e-scooters are currently permitted in bike lanes and on streets; other human powered vehicles and lightweight electric vehicles are prohibited from bike lanes and streets.

### Opportunities

Allowing human powered vehicles and lightweight electric vehicles to use bike lanes and streets, instead of restricting them to sidewalks, opens up these vehicles as transportation options. Some people may not be able to own or operate a bicycle, e-bike, or e-scooter. They may want the human powered skateboard or kick scooter that gives them more physical exercise, simpler components, no need for charging, and is easy to transfer to other modes and keep with them to avoid theft. They may want the lightweight electric vehicle that is smaller and easier to carry and store than an e-scooter or e-bike.

In the questionnaire, about 10% report riding human powered vehicles or lightweight electric vehicles that aren't bicycles, e-bikes, or e-scooters in bike lanes and on streets without bike lanes. Comments on this topic within the questionnaire and in in-person interactions expressed surprise that this is not permitted. Therefore, changing the rule is unlikely to affect behavior, while education may promote safer riding practices in bike lanes and on streets.

People on these vehicles may feel very comfortable on low traffic, low speed streets, which are the majority of streets in Fort Collins. Current regulations prohibit this regardless of traffic volume or speed or whether a bike lane is present. Officers stated they do not and would not enforce this activity on low traffic, low speed streets or in bike lanes, but as long as the restriction is present, riders cannot be encouraged to practice safer riding behaviors in bike lanes and on streets in education opportunities.

Whether or not riders are allowed to use paved trails, some riders will still need to use streets and/or sidewalks at some point in their journey to access destinations.

### Concerns

Members of the Active Modes Board and Transportation Board commented that the rules should be simple. For example, restricting the type of street or where on the street a rider may operate certain kinds of devices makes the rules more complicated and difficult to explain and understand.






## Boulder

Since 2021, Boulder has permitted these types of vehicles on streets and now has three years of experience with these rules. While Boulder's ordinance permits all types of micromobility – bicycles, e-bikes, e-scooters, human powered vehicles, and lightweight electric vehicles – on streets and in bike lanes, the educational chart created to explain the new rules shows restrictions that are not reflected in the ordinance (Figure 2):

- Human powered vehicles that are not bicycles or e-bikes may be used on any residential streets
- Lightweight electric vehicles may be used on residential streets with posted speed limit  $\leq 20$  mph
- Human powered and lightweight electric vehicles that are not bicycles or e-bikes must use the bike lane on nonresidential streets.

Since the rule changed, a Boulder police officer shared:

- They expected to see more impact when the rule changed than what was observed.
- Before the rule change, people couldn't ride skateboards in the street but did anyway.
- They have not observed an increase in crashes (severe or otherwise) related to the rule change.
- Some Boulder officers are still disappointed that the rule was changed.

	Sidewalks (expect dismount zones)	Multi-use paths	Residential streets	Non-residential streets	Max allowed speed
<b>Bikes &amp; E-Bikes</b> 	✓	✓	✓	✓	15 mph (Paths) 8 mph (Crosswalks) Posted Speed Limit (Streets)
<b>Skateboards / Rollerblades</b> (non-electric) 	✓	✓	✓	✗ Can only ride in the bike lane	15 mph (Paths) 8 mph (Crosswalks) Posted Speed Limit (Streets)
<b>Electric Scooters &amp; Skateboards</b> 	✗ Can only ride on sidewalk if no bike lanes are present	✓	✓ Must be in street if speed limit is $\leq 20$ mph	✗ Can only ride in the bike lane	15 mph (Paths) 8 mph (Crosswalks) Posted Speed Limit (Streets)

*Figure 3 Boulder guide to where different micromobility devices can be used (different from Boulder ordinance)*

## Strategies

### Speed limit enforcement challenges

A desire for speed limits and enforcement of speed limits was heard from internal and external stakeholders. Denver established 6 mph speed limit on sidewalks, Boulder established 8 mph speed limit in crosswalks, and both Denver and Boulder established 15 mph speed limit on paved trails.

Technology, legal requirements and staffing have significant limitations to ticketing infractions of very low speed limits.

- Technology
  - The lowest limit of radar speed detection is 10 mph. More expensive models (\$2,500 per radar gun) can detect 5 mph.
  - The lowest limit of lidar speed detection is 3 mph. Lidar guns are \$4,800 each and require 3-day certification training.
  - Both have limitations detecting low speed limits; however, egregious speed violations could be detected.
- Legal requirements
  - To issue a speeding ticket, speed limit signs must be posted at every entry point. This is a hurdle for paved trails and is impossible for sidewalks and bike lanes which can be entered at virtually any point.
  - State law minimum age to receive a speeding ticket is 10 years.
  - Points are not assessed for bike infractions.
- Staff
  - Park rangers and Natural Area rangers are not certified in lidar or radar speed enforcement and cannot pursue or detain people.
  - Community Service Officers (CSO) are not authorized to issue citations.
  - The Traffic Unit is fully occupied with enforcement on roads and doesn't have the capacity to patrol and enforce traffic infractions on paved trails, sidewalks, or bike lanes.

Police have not observed issues on paved trails to justify patrols. Fort Collins Police Services created Homeless Outreach and Proactive Engagement (HOPE) in April 2023 with four bike-certified officers who visit paved trails Monday-Thursday during daytime hours to offer resources and opportunities to unhoused people. A HOPE Team officer reported that she has not observed blatant speeding and rarely saw dirt bikes on paved trails, however, the HOPE Team looks for people experiencing homelessness and not traffic issues.

Automated speed enforcement used on roads depends on being able to identify a road user by license plate. License plates aren't required on vehicles that are legal on paved trails.

Prosecutors from City Attorney's Office and Police expressed hesitation over regulations such as a speed limit that can't be or isn't intended to be proactively enforced. On the other hand, educational efforts could benefit an adopted speed limit. For example, a sign that reads "15 mph speed limit" is more compelling than "15 mph courtesy speed limit".

## Education

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The primary strategy for addressing existing issues with micromobility on sidewalks, paved trails, bike lanes, and streets is education. Areas that are the most popular for micromobility are the areas that experience the most issues, such as paved trails where they see the highest use, downtown surrounding Old Town Square (a pedestrian mall), and CSU campus.

Education and outreach promotes:

- Yielding to pedestrians on sidewalks and paved trails
- Yield to oncoming traffic on sidewalks and paved trails
- Stay to the right on paved trails unless passing
- Sound warning when passing on paved trails
- 15 mph speed limit on paved trails
- Slow down for sharp curves

### **Boulder experience**

Boulder, CO created education materials to encourage sound warning when passing and yielding to pedestrians that are used on paved trails and downtown.

### **Four Point Trail Safety Strategy**

To address issues on paved trails, the Strategic Trails Plan proposes a four-point safety strategy:

- Trail safety education multimedia campaign
- Refreshed courtesy and etiquette signs
- Trail widening, centerline striping and warning signs at bridges, underpasses, and junctions
- Bicycle Ambassador Program to include routine trail pop-up events

### **FC Moves Education and Outreach**

To address issues on sidewalks, bike lanes, and streets, the FC Moves department education and outreach programs, Safe Routes to School and Adult Education and Outreach, can disseminate information. These avenues are also available for Parks' paved trail safety education campaign.

Safe Routes to School (SRTS) teaches bicycle and pedestrian safety to nearly 6,000 K-12 students each year at 20-plus elementary, middle, and high schools. On average, K-12 students participating in SRTS programming receive more than two hours of personal interaction with SRTS instructors. SRTS teaches youth how to navigate local streets and trails more safely. At

the high-school level, students also take a Bicycle Friendly Driver course, helping them become safer drivers.

The Adult Education and Outreach program reaches people through classes, social media, and a monthly newsletter. Classes include Smart Cycling that teaches best practices for bicycling and Fort Collins Friendly Driver that teaches drivers how to drive around people on micromobility. This program manages the FC Moves Facebook and X social media posts with about 4,000 followers. The Momentum newsletter reaches 5,330 subscribers.

# Appendix

## Crash Analysis Methodology

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Information used to determine if an e-scooter, kick scooter, or skateboard was or was not involved in a crash included:

- Brand names such as “Tao Tao” (a gas-powered small motorcycle) or “Segway” (a stand-up electric scooter).
- Vehicle description, such as “stand up scooter”, “longboard”, or “e-skateboard”.
- “Nonmotorized” indicated in any field suggests that it was a stand-up scooter, either e-scooter or kick scooter.
- “Motorized bicycle” indicated in any field suggests it was not a stand-up scooter.

In many cases it was impossible to determine if a vehicle was a stand-up electric scooter vs. a sit-down scooter. These cases were not included in the analysis.

In crash reports, the rider was sometimes identified as ‘pedestrian’, ‘bicyclist’, or ‘pedestrian on skates/skateboard’. However, ‘pedestrian on skates/skateboard’ was used once when the crash narrative described a stand-up scooter and once when the crash narrative described a sit-down scooter. Therefore, this category alone was not considered a reliable identification of a skateboard.

From an initial set of 69 scooter-involved crashes, it was determined that 43 definitely did not involve an e-scooter or kick scooter and it could not be definitively determined whether an e-scooter or kick scooter was involved for 6 crashes, leaving 20 crashes that definitely or likely involved riders of e-scooters or kick scooters. From an initial set of 16 skateboard-involved crashes, one was a scooter (and was already included in the scooter analysis), and it could not be definitively determined whether a skateboard was involved 3 crashes, leaving 12 crashes that definitely or likely involved riders of skateboards.



## Which Wheels Go Where?

Project update and exploration of rule changes

### Council Work Session

Cortney Geary, Active Modes Manager  
Dave "DK" Kemp, Senior Trails Planner  
Rachel Ruhlen, Transportation Planner



# Which Wheels Go Where?



## STRATEGIC TRAILS PLAN



## Council Priorities

- Advance a 15-minute City by accelerating a shift to Active Modes
- Modernize and update the City Charter

## Strategic Plan Alignment

- T&M 1: Make significant progress toward the City's Vision Zero goal to have no serious injury or fatal crashes for people walking, biking, rolling or driving in Fort Collins.

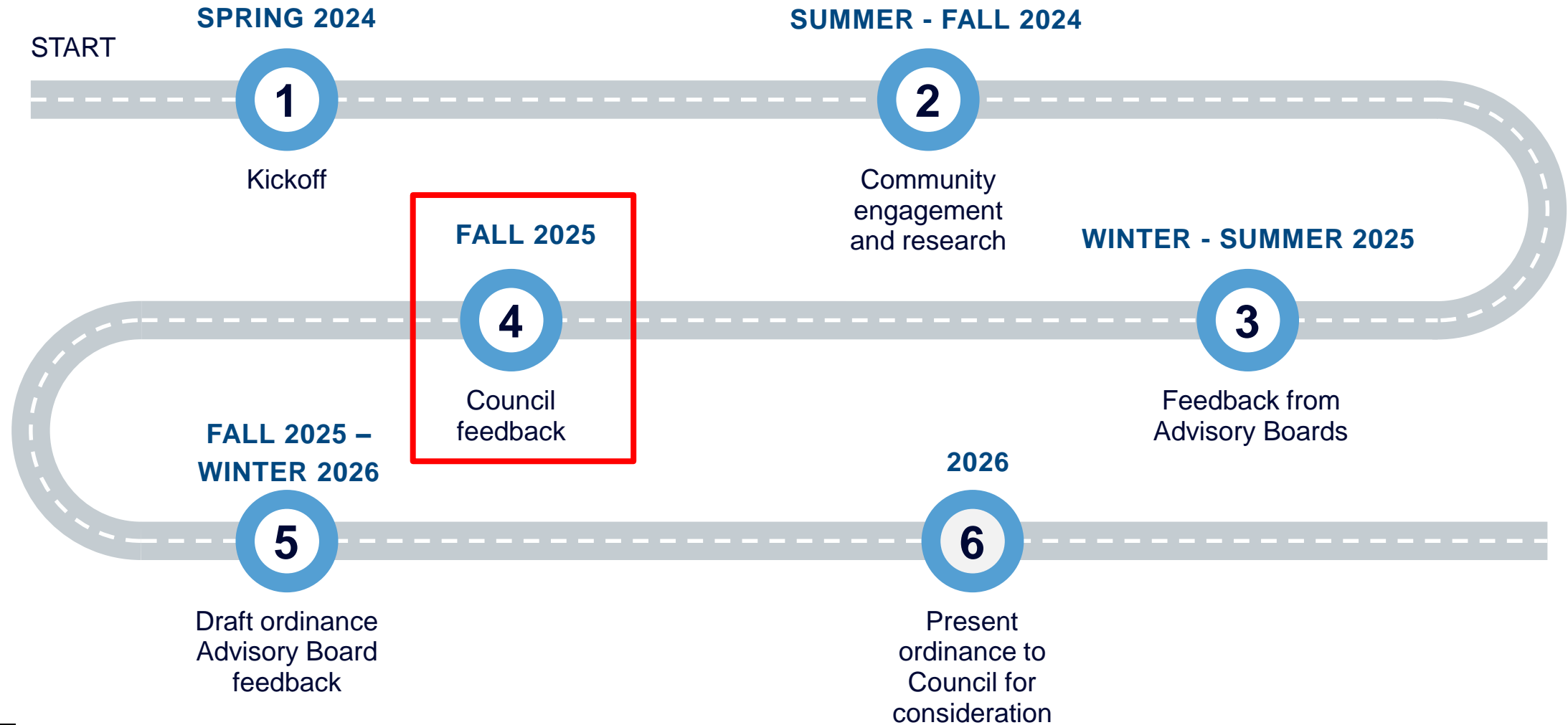
## Plan Alignment

- Active Modes Plan
- Our Climate Future
- Strategic Trails Plan
- Vision Zero Action Plan





1. Does Council have feedback on new definitions: human powered vehicles and lightweight electric vehicles?
2. Does Council have any concerns with expanding behavior rules to riders of additional human powered and lightweight electric vehicles?
3. Does Council have feedback on options staff are exploring regarding the operation of human powered and lightweight electric vehicles on city facilities, including streets, bike lanes, sidewalks, and paved trails?



# Potential New Definitions



Skateboard



Kick scooter



Bicycle



E-bike

## Human Powered Vehicles



E-scooter



One-wheel



E-skateboard



E-unicycle

## Lightweight Electric Vehicles ≤20 mph

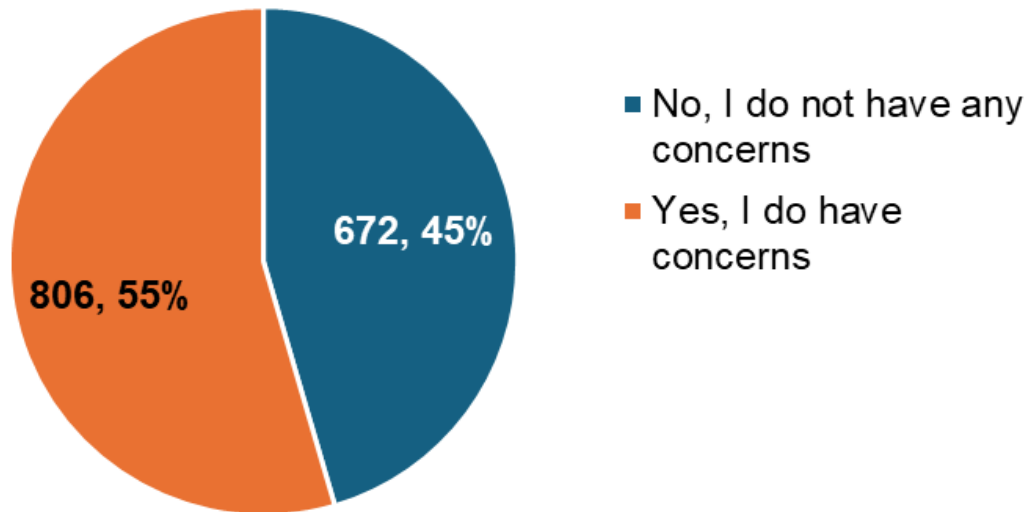
**Not a lightweight  
electric vehicle**



**Low Power Scooter  
>20 mph top speed,  
>750W motor**

## Community engagement

Do you have any concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets?



**1,478 responses**

## Focused engagement

- Staff
- External partners
- Advisory boards

## Research


- Crash analysis
- FC & CSU Police, Rangers
- Other communities

Existing rules for people riding bicycles, e-bikes or e-scooters on streets, sidewalks and paved trails include:


- Obey traffic laws
- Yield to pedestrians on sidewalks and paved trails
- No reckless and careless riding
- Shall not leave a curb into the path of a moving vehicle
- Wide lanes: Ride far enough to the right/left as is reasonably prudent
- Shall not impede the normal and reasonable movement of traffic when riding two abreast
- Vehicles must be equipped with lights, brakes



# Exploring options

Sidewalks				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes and e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Allowed (except dismount zones)		Require code refinement	Allowed (except dismount zones)
Staff is exploring	Allowed (except dismount zones)			

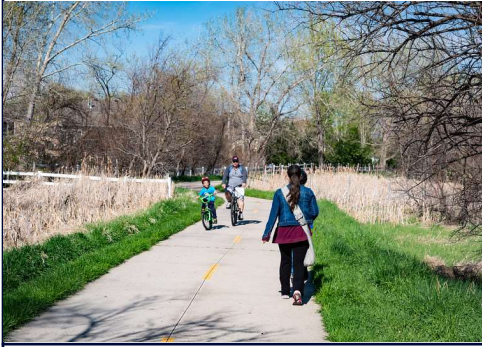


Crosswalks				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes, e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Ride (except dismount zones)	Dismount		
Staff is exploring	Ride (except dismount zones)			

## Streets with or without bike lanes



	Human powered vehicle		Lightweight electric vehicle	
	Bikes and e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Allowed	Not allowed	Allowed	Not allowed
Staff is exploring	Allowed			

Paved trails				
	Human powered vehicle		Lightweight electric vehicle	
	Bikes, e-bikes	Skateboards, roller skates, etc.	E-scooters	E-skateboard, one-wheel, etc.
Current regulations	Allowed (except Class 3 e-bikes)		Not allowed (except on Mason Trail)	
Staff is exploring	Allowed (except Class 3 e-bikes)			

- People walking, people with disabilities, older adults, and families perceive a lack of safety on paved trails.
- Some lightweight electric vehicle users feel safer using paved trails than streets, with or without bike lanes.
- Lightweight electric vehicle users currently account for a small percentage of overall self-reported paved trail users.
- Concerns center more around the use of e-bike and illegal e-motorcycles and speed differentials.



	Human powered vehicles	Lightweight electric vehicles	Low power scooter
Street	Allowed	Allowed	Allowed
Bike lane	Allowed	Allowed	Prohibited
Sidewalk	Allowed	Allowed	Prohibited
Paved Trail	Allowed	Allowed	Prohibited
Crosswalk	Ride	Ride	Dismount
Dismount zone	Dismount	Dismount	Dismount



## Resources

- Enforcement
- Outreach

## Safety

- Speed differentials
- Safety equipment

## Definitions

- Consistency with neighboring communities
- Reconcile municipal and state code

## Managing issues

- Continued safety education



1. Does Council have feedback on new definitions: human powered vehicles and lightweight electric vehicles?
2. Does Council have any concerns with expanding behavior rules to riders of additional human powered and lightweight electric vehicles?
3. Does Council have feedback on options staff are exploring regarding the operation of human powered and lightweight electric vehicles on city facilities, including streets, bike lanes, sidewalks, and paved trails?





# Thank you!

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Dave "DK" Kemp, [dkemp@fcgov.com](mailto:dkemp@fcgov.com)

Rachel Ruhlen, [rruhlen@fcgov.com](mailto:rruhlen@fcgov.com)



# Supplemental slides

# Currently a Complex and Confusing Chart

					Toy vehicles		
	Bicycles	E-bikes, Class 1 & 2	E-bikes, Class 3	E-scooters	Human powered vehicle	Lightweight electric vehicle	Low-power scooter
<b>Street</b>	Allowed	Allowed	Allowed	Allowed	Prohibited	Prohibited	Allowed
<b>Bike lane</b>	Allowed	Allowed	Allowed	Allowed	Prohibited	Prohibited	Prohibited
<b>Sidewalk</b>	Allowed	Allowed	???	???	Allowed	Allowed	Prohibited
<b>Sidewalk – Dismount zone</b>	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited	Prohibited
<b>Paved Trails (except Mason Trail)</b>	Allowed	Allowed	Prohibited	Prohibited	Allowed	Prohibited	Prohibited
<b>Mason Trail</b>	Allowed	Allowed	Prohibited	Allowed	Allowed	Allowed	Prohibited
<b>Crosswalk</b>	Ride	Ride	Ride	Dismount	Ride	Ride	Dismount
<b>Crosswalk – Dismount zone</b>	Dismount	Dismount	Dismount	Dismount	Dismount	Dismount	Dismount

## Outreach Efforts:

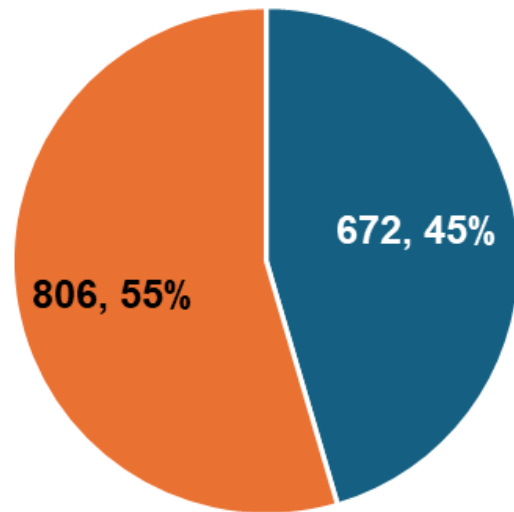
- English and Spanish questionnaire
- Incentives for questionnaire
- Flyers, yard signs, social media, postcards, press release, email
- Events
- Partners engaged members

## Questionnaire Design:

- Quiz to educate
- Concerns
- Open-ended comment section
- Transportation use
- Demographics

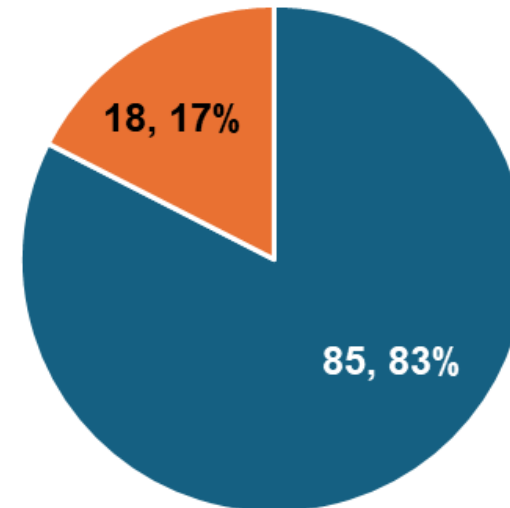


Do you have any concerns about human powered or lightweight electric vehicles on sidewalks, paved trails, bike lanes, or streets?



All answers

- No, I do not have any concerns
- Yes, I do have concerns

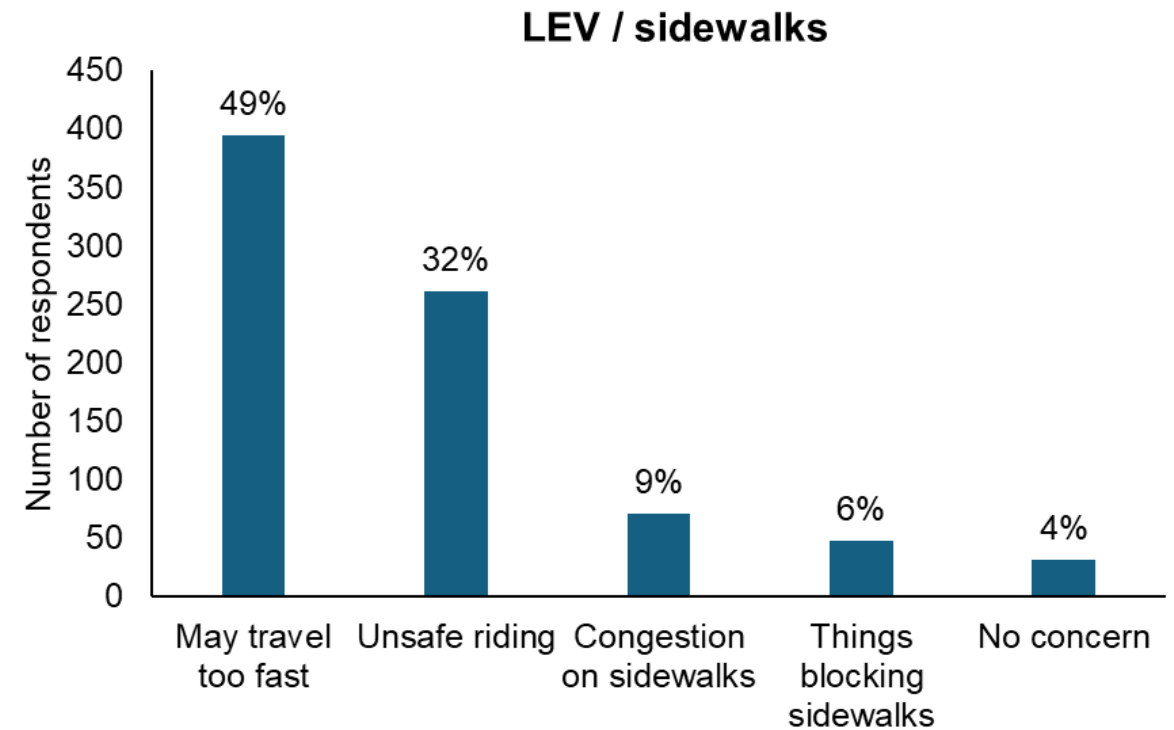
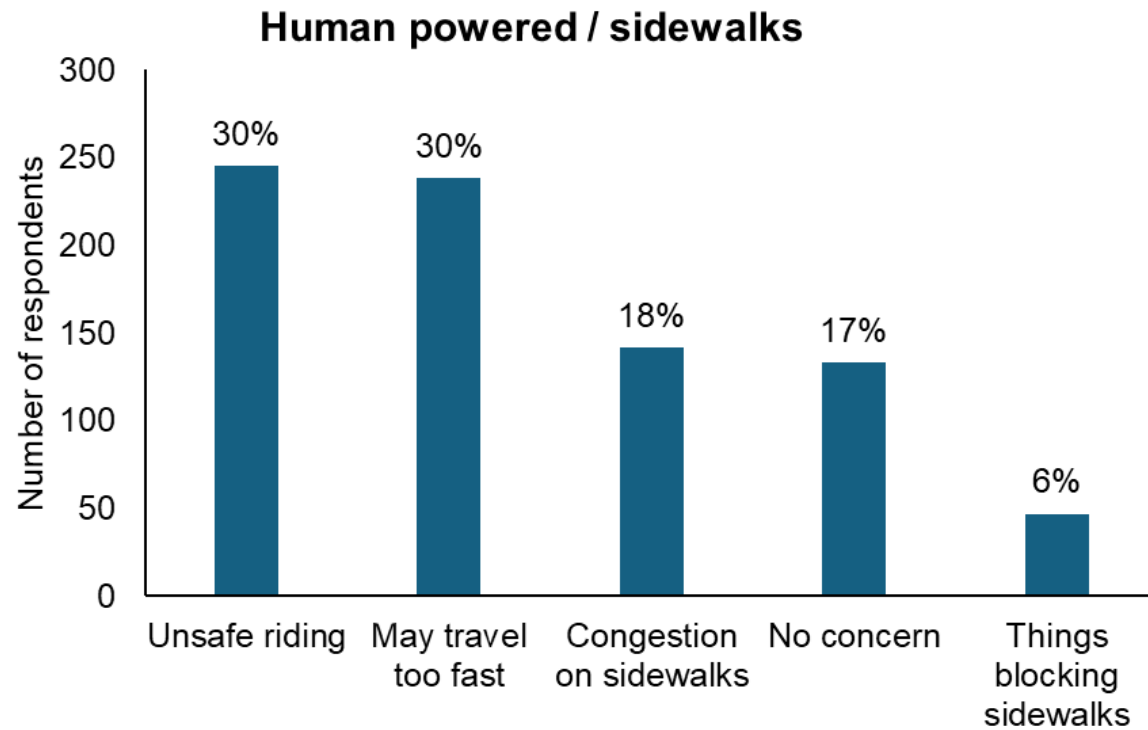


Spanish survey

- No, I do not have any concerns
- Yes, I do have concerns

- This was the only required question on the questionnaire.
- 1,478 people answered this question.
- This was the only question analyzed by subgroup, such as Spanish survey participants.

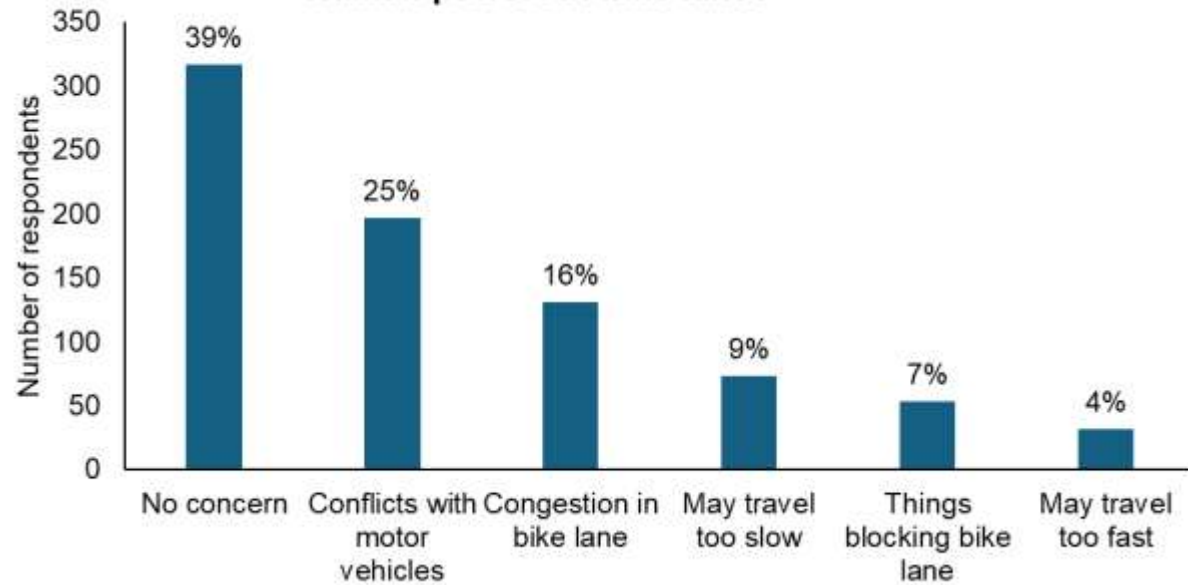
# Community engagement: Top concerns



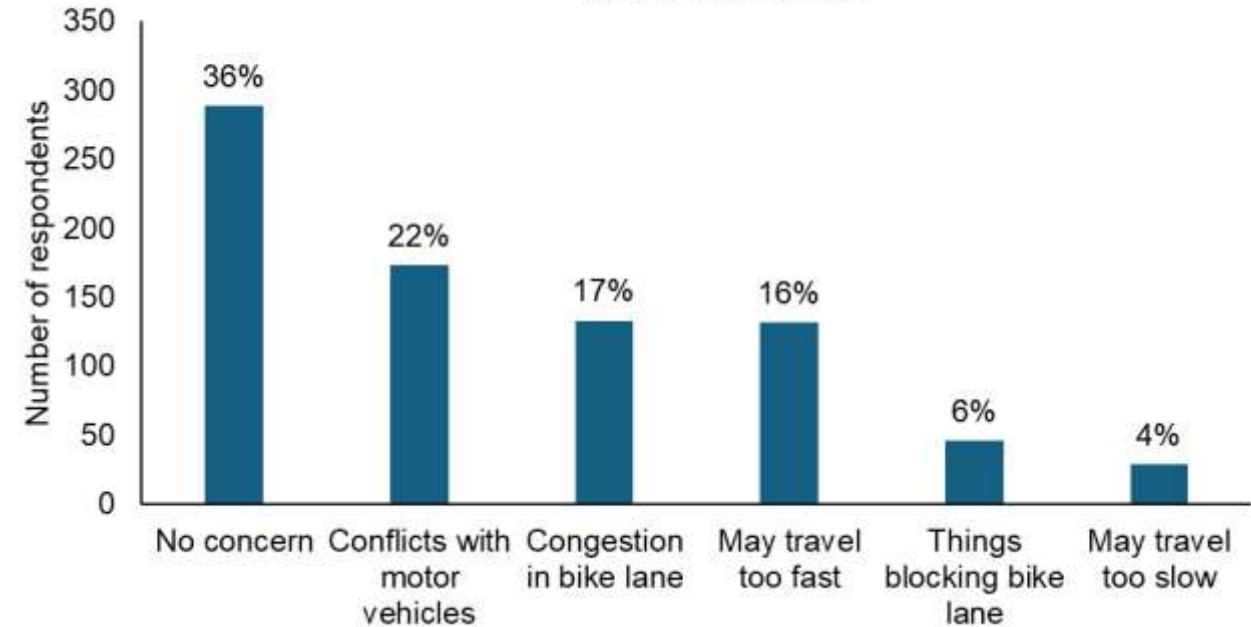


# Community engagement: Top concerns

### Human powered / bike lanes

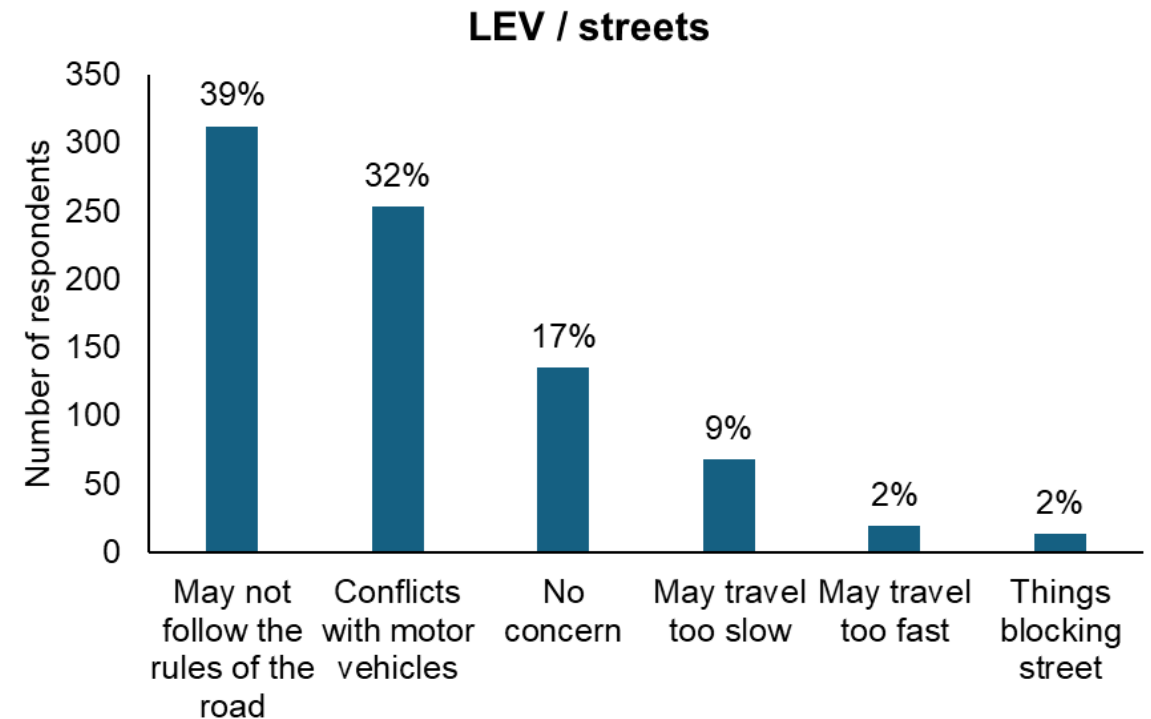
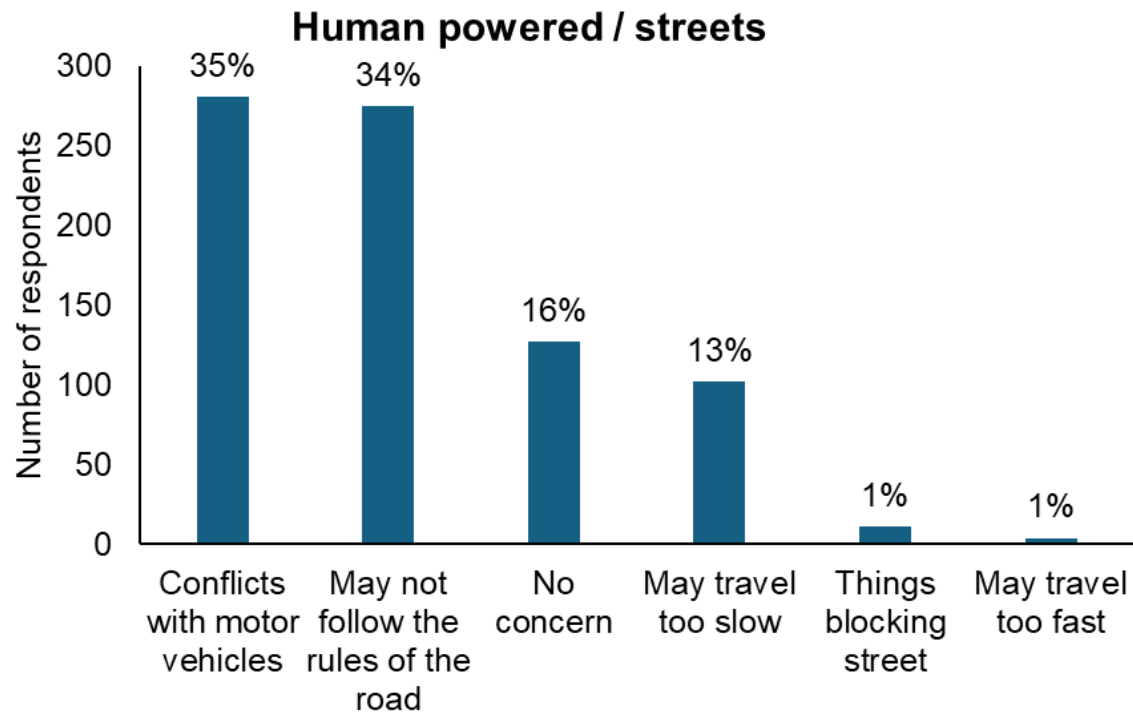


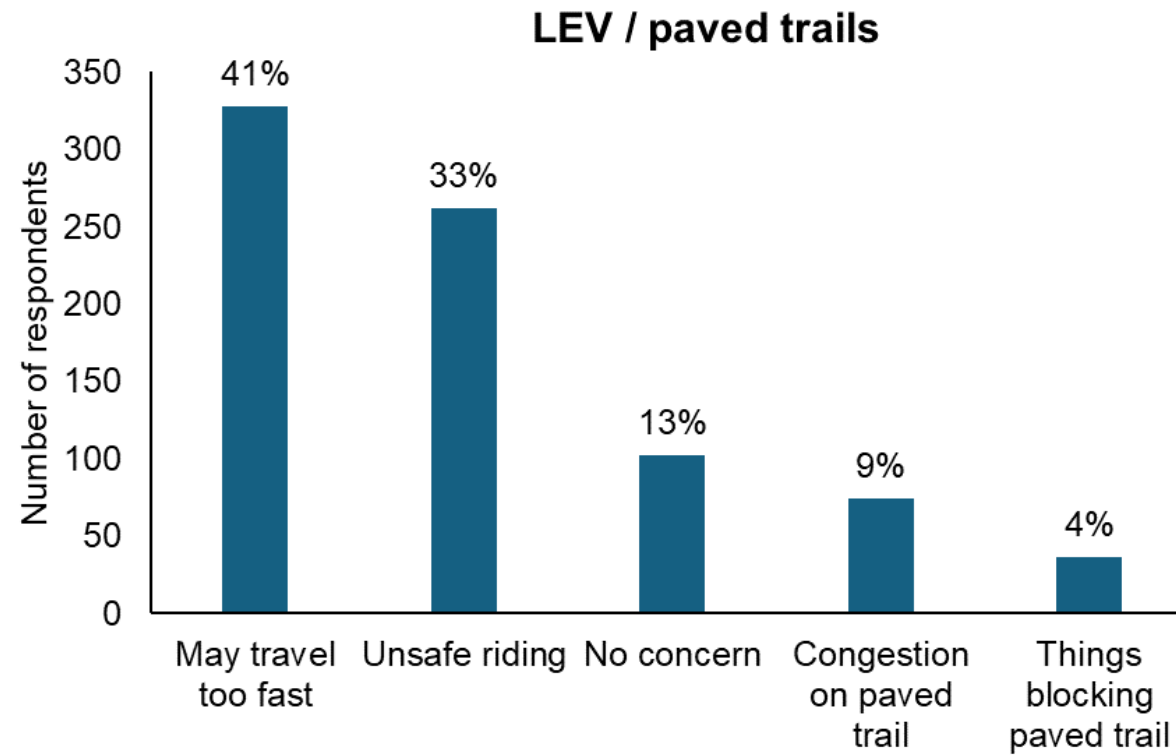
### LEV / bike lanes



# Community engagement: Top concerns

What is your top concern regarding the use of \_\_\_\_\_ on streets?





"Concerned about faster vehicles on trails for human-powered modes of transportation where limited-mobility users/kids may get hurt."

"Assuming speeds stay low/responsible... there should be no reason to limit these vehicles. Less cars on the road, less traffic, less pollution"

"As a pedestrian on sidewalks, I worry about being hit by an electric vehicle"

"Educating drivers in how to interact with these devices seems imperative"

"At current state it is confusing, and thus people will not be following the rules anyways"

"I've witnessed many scooters, bikes, skateboards going too fast and not adhering to the rules of the road/trail."

"Bike lanes should be protected from traffic to increase use and confidence in being safe"

"Don't punish good people that are enjoying the ride nicely, simply because of others"

## Top concerns

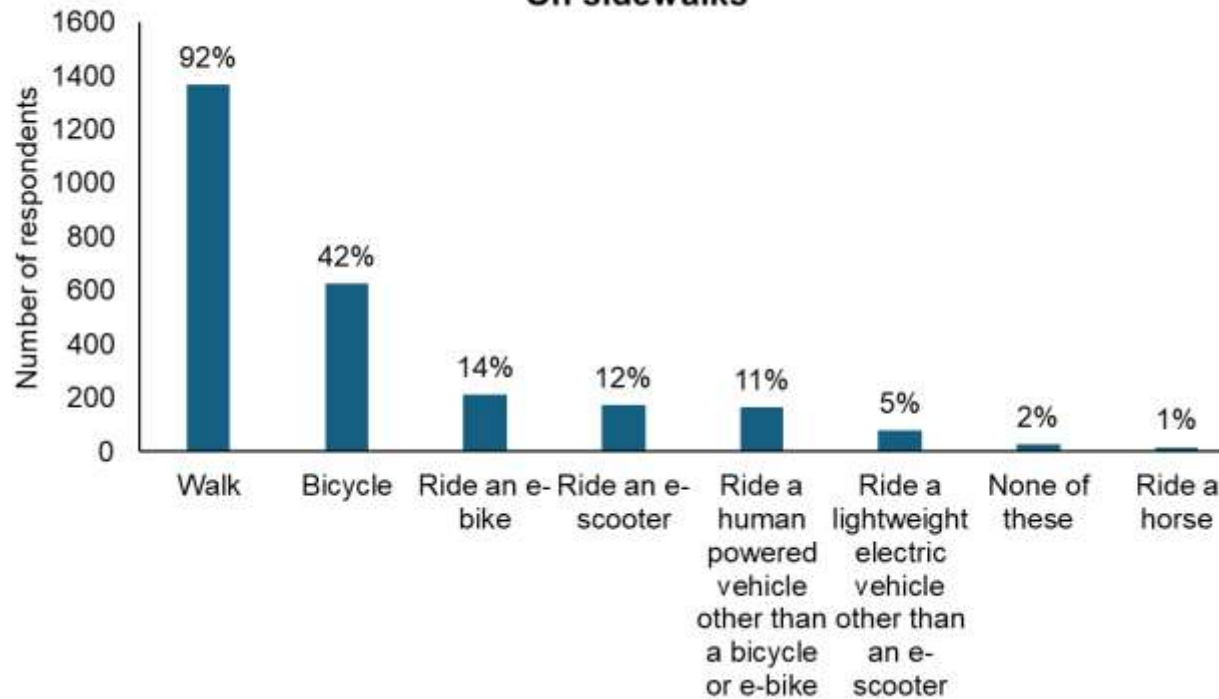
- Sidewalks and paved trails
  - Unsafe riding
  - May travel too fast
- Bike lanes
  - No concern
- Streets
  - Conflicts with motor vehicles
  - May not follow the rules of the road

## Themes of comments

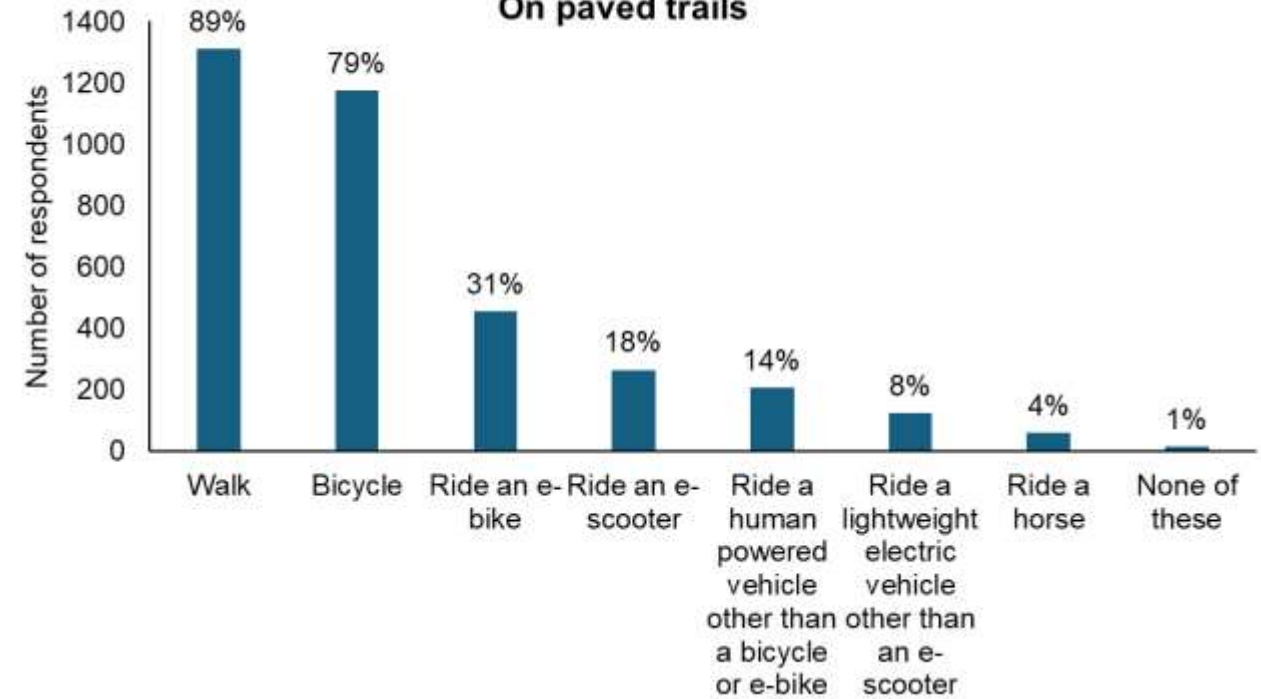
- Accommodate more kinds of vehicles to encourage mode shift
- The system is comparatively safe already
- The rules are complicated and confusing
- Real and perceived safety issues
- Protect pedestrians, people with disabilities, seniors, children
- Behavior, not type of vehicle, is the problem
- Main paved trail concerns are unsafe speeds, no warning when passing
- Desire for paved trail speed limit with enforcement

# Community engagement: Facility use

### On sidewalks

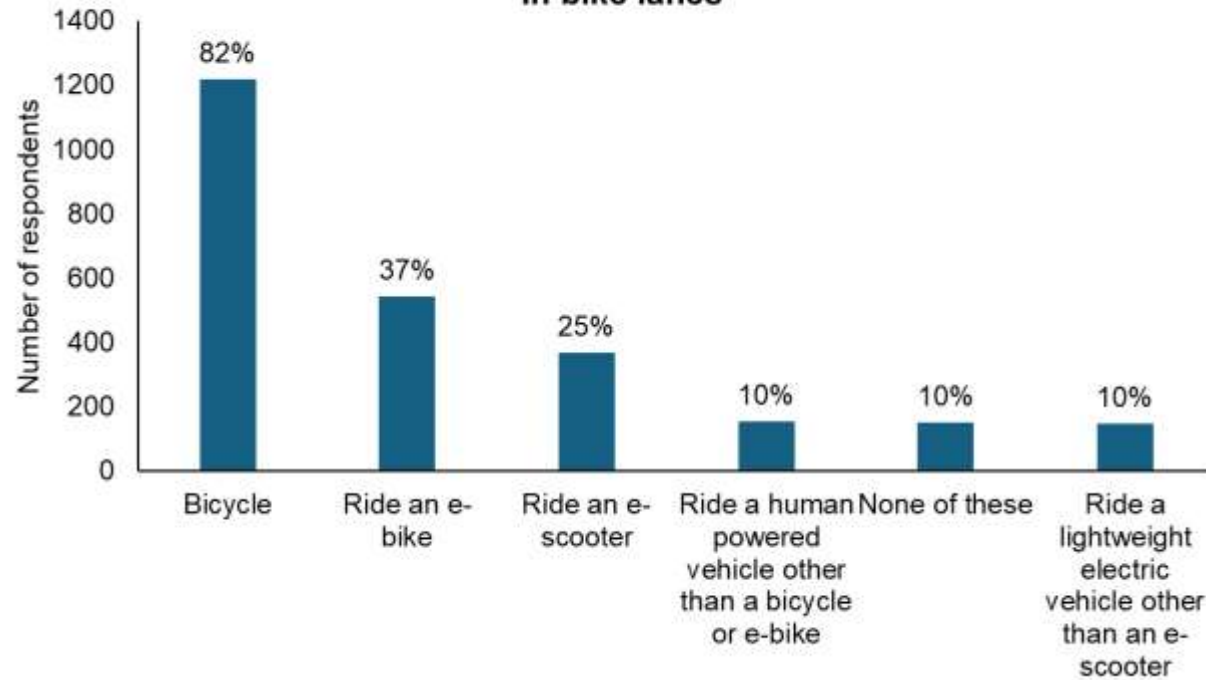


### On paved trails

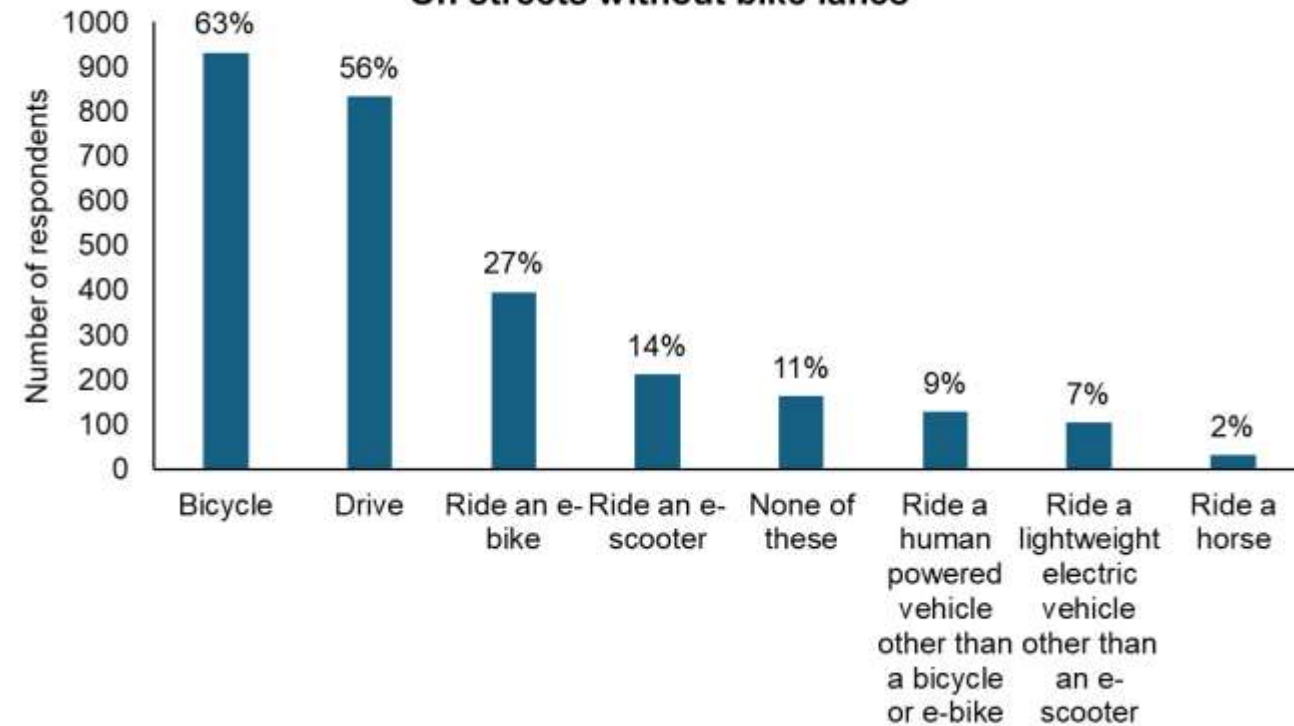




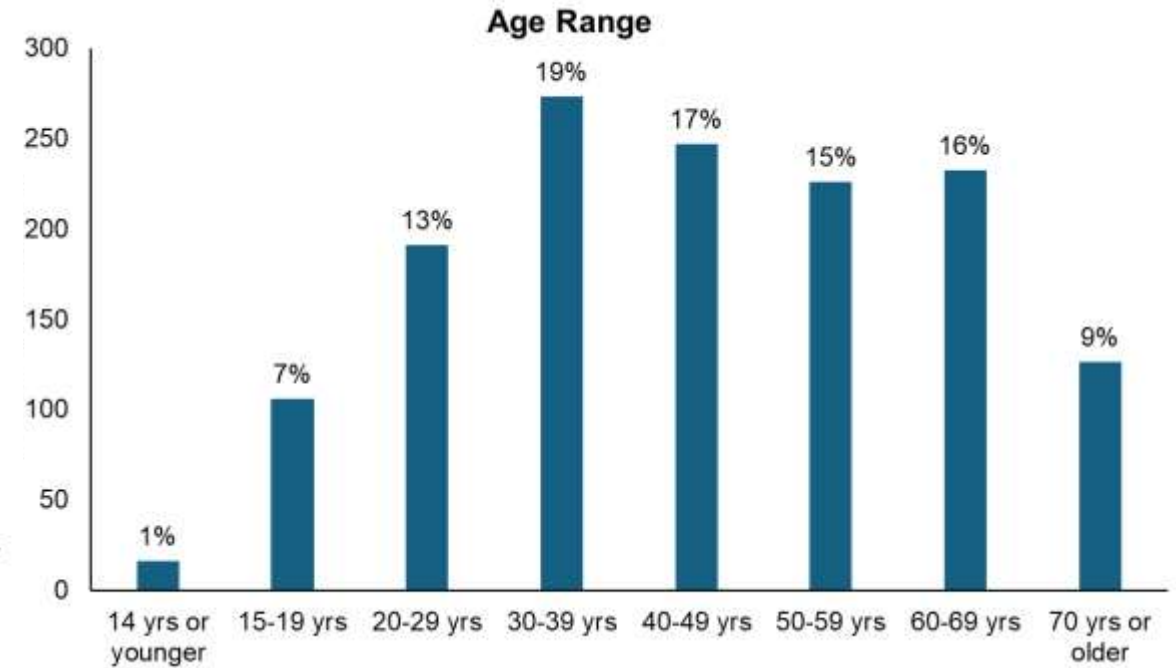
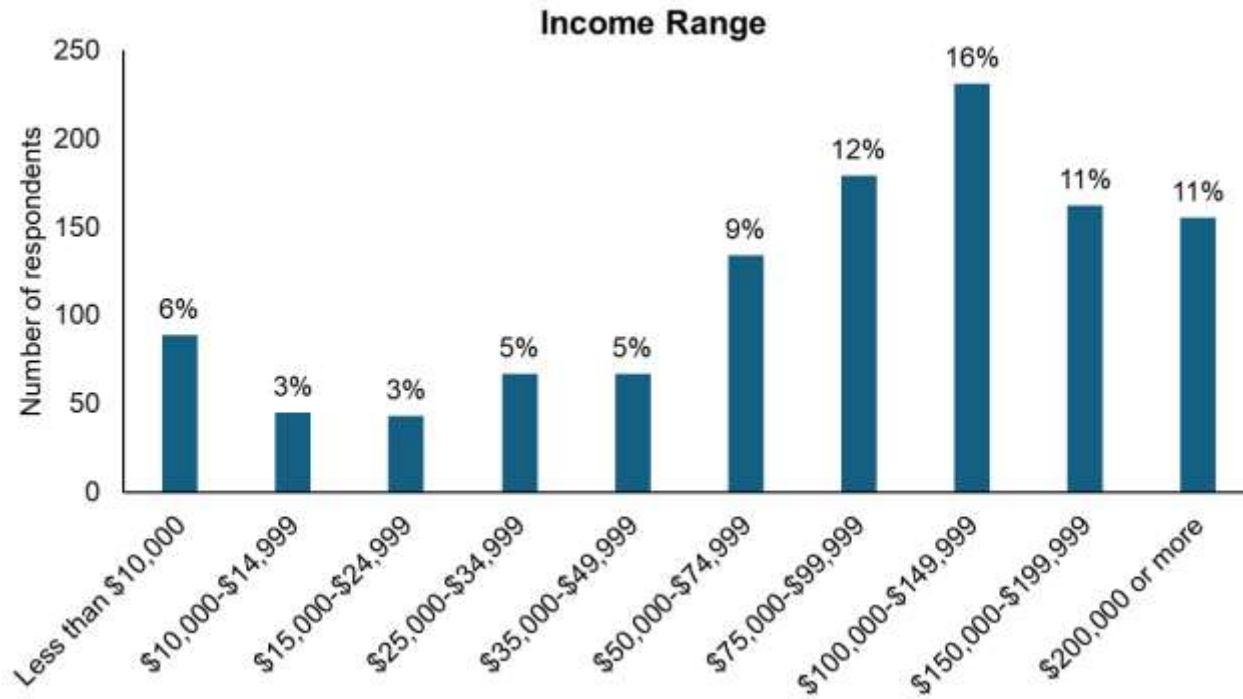
In bike lanes



On streets without bike lanes



# Community engagement: Demographics



## Staff

- Parks
- Natural Resources
- Recreation
- FC Moves
- Traffic Operations
- Streets
- Police Services
- City Attorney Office
- Communications and Public Involvement Office

## Advisory Boards

- Active Modes Advisory Board
- Disability Advisory Board
- Natural Resources Advisory Board
- Senior Advisory Board
- Transportation Board
- Youth Advisory Board
- Members of several advisory boards at a Super Issues meeting

## Themes heard from staff and advisory boards

- Simplify regulations
- Education efforts
- Signage
- Create a culture of mutual respect
- Safe infrastructure and maintenance of infrastructure
- Audible signals
- Not all devices have speedometers

## Cities that allow e-scooters on paved trails

City	E-scooters	Lightweight electric vehicles
Boulder	Allowed	Allowed
Denver	Allowed	Prohibited or unknown
Loveland	Allowed	Allowed
Fayetteville, AR	Allowed	Prohibited or unknown
Salt Lake City, UT	Allowed	Prohibited or unknown
Columbus, OH	Allowed	Prohibited or unknown

ENJOY TRAILS,  
**THE FoCo  
FRIENDLY  
WAY**



Keep trails **safe and welcoming** for all.



LEARN MORE



## Safety Strategy: a four-point approach

1. Trail Safety Education  
Multimedia Campaign
2. Refreshed courtesy and  
etiquette signs
3. Trail widening, centerline  
striping and warning signs  
at bridges, underpasses,  
and junctions
4. Bicycle Ambassador  
Program to include routine  
trail pop-up events

