

# Fort Collins City Council Work Session Agenda

6:00 p.m., Tuesday, May 28, 2024

Council Information Center (CIC), 300 Laporte Avenue, Fort Collins, CO 80521

**NOTE: New location for Council work sessions.**

## NOTICE:

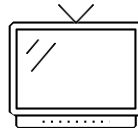
Work Sessions of the City Council are held on the 2nd and 4th Tuesdays of each month in the Council Information Center (CIC) of the 300 Building. Meetings are conducted in a hybrid format, however there is no public participation permitted in a work session.

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).

*Upon request, the City of Fort Collins will provide language access services for individuals who have limited English proficiency, or auxiliary aids and services for individuals with disabilities, to access City services, programs and activities. Contact 970.221.6515 (V/TDD: Dial 711 for Relay Colorado) for assistance. Please provide 48 hours' advance notice when possible.*

*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

May 28, 2024 at 6:00 PM

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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

Cablecast on FCTV  
Channel 14 on Connexion  
Channel 14 and 881 on Comcast

Carrie Daggett  
City Attorney

Kelly DiMartino  
City Manager

Heather Walls  
Interim City Clerk

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## CITY COUNCIL WORK SESSION 6:00 PM

### A) CALL MEETING TO ORDER

### B) ITEMS FOR DISCUSSION

#### 1. Council Meeting Rules of Procedure Update.

The purpose of this item is to consider updates to the Council Meeting Rules of Procedure that ensure the public has the opportunity to speak on all agenda items, provide general public comment, and allow the Council to effectively execute the business of the City.

#### 2. 2024 Legislative Wrap-Up.

The purpose of this item is to provide a high-level review of bills that passed during the 2024 legislative session with particular focus on impacts to the City. The PowerPoint and agenda item summary highlight bills that will require staff and/or Council action. The attachment provides these and other bills and their descriptions.

#### 3. Traffic Safety Initiative – Automated Vehicle Identification System (AVIS) Corridors.

The purpose of this item is to recommend a proposal from Police Services and Planning, Development and Transportation (PDT), supported by the City Attorney's Office (CAO), and Municipal Court. This proposal stems from recent changes to Colorado law related to the expanded use of unmanned speed enforcement with Automated Vehicle Identification Systems (AVIS), on sections of roadways designated by the Council as speed corridors. The initiative's primary goal is to promote traffic safety through speed enforcement and supports Vision Zero, the Council's goal of eliminating Fort Collins roadway fatalities and reducing injury crashes.

A fundamental portion of the recommended changes are to municipal codes 1106 and 615. If approved, this will result in Council being able to identify "speed corridors" based on complaints, citations and crash data provided by City staff. If Council identifies speed corridors, Police Services can utilize photo speed enforcement (AVIS), in the designated speed corridors. Without a speed corridor designation, updated State law limits the use of AVIS on roadways described as construction zones, school zones, neighborhoods, and roadways adjacent to city parks.

Based on preliminary data collected for the proposed corridors and if all red-light cameras are also adopted as corridors, the system will increase the number of citations issued and increases the AVIS fund balance. The increase of citations will generate additional work for the City Attorney's office and Municipal Court. To offset this impact, a budgeting for outcomes (BFO) offer, funded entirely by this program, will be submitted to increase personnel at the CAO, Municipal Court, and PDT.

**C) ANNOUNCEMENTS**

**D) ADJOURNMENT**

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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 aviso previo. Las solicitudes de interpretación en una reunión deben realizarse antes del mediodía del día anterior.*

# WORK SESSION AGENDA ITEM SUMMARY

City Council



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## STAFF

Rupa Venkatesh, Assistant City Manager  
Ginny Sawyer, Lead Policy and Project Manager  
Carrie Daggett, City Attorney

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## SUBJECT FOR DISCUSSION

**Council Meeting Rules of Procedure Update.**

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## EXECUTIVE SUMMARY

The purpose of this item is to consider updates to the Council Meeting Rules of Procedure that ensure the public has the opportunity to speak on all agenda items, provide general public comment, and allow the Council to effectively execute the business of the City.

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## GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. What questions and feedback do Councilmembers have regarding the proposed changes?
2. Are there any other changes Councilmembers wish to consider changing in the Meeting Rules of Procedure?

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## BACKGROUND / DISCUSSION

Over the past several years, Council has adopted changes to the meeting Rules and Procedures to adapt to both the needs of the community and circumstances.

- In March 2020, in light of the COVID-19 pandemic and local emergency declaration, the Rules were adopted to shift Council and the public's participation to being remote.
- In October 2021, when Council resumed in-person meetings, remote public participation was recognized as an on-going option, General Public Comment was opened to allow comment on consent and discussion items, the ability to remove consent items was available only to Councilmembers, and Councilmembers were allowed to attend remotely, but not vote.
- In July 2022, updates included requiring the speakers to sign up in advance and the extension of the meeting from 10:30 p.m. to midnight to allow for more business to be conducted.
- On April 2, 2024, Council adopted Ordinance No. 039, 2024, Amending the City Code to Provide Additional Procedural Options for the Conduct of City Council Meetings. This allowed Councilmembers to attend and vote remotely if a meeting is relocated to a remote mode due to circumstance preventing a meeting from proceeding in person. The meeting rules were not updated at that time.

It is important that Council has the ability to effectively execute the business of the City and to ensure the public has opportunity to comment on those agendas items. It is also valuable to allow time and opportunity for the public to speak on general topics that are not on the agenda. To ensure all of these items can be accomplished most efficiently, staff is proposing the following changes to the current Meeting Rules of Procedure:

- Allow 60 to 90 minutes of Public Comment (Agenda Item G) for anyone to speak on any topic, including anything on the Consent calendar or Discussion items; **OR**
- Determine a set number of speakers, for example 30 people, each speaking for up to 3 minutes at the discretion of the Mayor.
- Add an addition at the end of agenda (Agenda Item P) to resume General Public Comment, if needed.
- Change the cut-off time for public participation sign-ups to 5:30 p.m. to ensure that staff has the ability to prepare the final sign-up sheets for the Mayor.
- Add definitions for Community, Staff, and Councilmember Reports to clarify the purposes of each.

### **NEXT STEPS**

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Council direction to bring forward a resolution with any updates desired.

### **ATTACHMENTS**

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1. Presentation





# Council Meeting Rules of Procedure

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**Rupa Venkatesh**

Assistant City Manager

**Ginny Sawyer**

Lead Policy and Project Manager

Organize the business meeting to ensure that people have the opportunity to speak on all agenda items, maintain General Public Comment, and allow Council to effectively execute the business of the City.

## **March 2020:**

- Shift to remote participation by Council and public.

## **October 2021:**

- Keep remote option for public participation.
- Allow comment on consent and discussion items during General Public Comment.
- Consent items pulled only by Councilmembers.
- Councilmembers can attend remotely but not vote.

## **July 2022 Update:**

- Require on-line sign up for public participation.
- Adopt additional guidance around conduct at meetings.
- Extend regular meetings from 10:30 p.m. to midnight.

## **April 2024:**

- Code changed to allow Councilmembers to attend and vote remotely if a meeting is relocated to a remote mode.



## Item 1. Proposed General Public Comment Changes

- Change sign-up cut-off time to 5:30 p.m. (currently 6:00 p.m.).
- Allow 60- to 90-minutes at the beginning of the meeting (Mayor would have the discretion to allow 3 minutes or less based on numbers).; **OR**
- Determine a set number of people for a determined amount of time (i.e., 20 people for 3 minutes, 35 people for 2 minutes).
- Resume General Public Comment at the end of the meeting if necessary.

### Items NOT Changing:

- Online sign-up required.
- Comments on consent and discussion items allowed.
- Can only speak to an item once.

**Community Reports:**

The purpose of the Community Report is to provide an opportunity for organizations affiliated with the City (or partnering with the City in specific ways) to update Council and the general public on activities and accomplishments within its organization of interest to the City. Examples include County Health Department, Library District, Platte River Power Authority. Reports are provided at the request of Council or City Leadership.

**Staff Reports:**

The purpose of the Staff Report is to provide Council with information on specific City projects or issues of concern to Council. Reports may be requested by either Council or staff.

**Councilmember Reports:**

The purpose of the Councilmember Report is to allow Councilmembers to update one another and the community of any outside activities, meetings, or learning opportunities relevant to the business of the City.

1. What questions and feedback do Councilmembers have regarding the proposed changes?
2. Are there any other changes Councilmembers wish to consider changing in the Meeting Rules of Procedure?

# search from other cities

City	Allow for general comment?	Is there an allotment of time for general comment?	Other
Aurora	Yes	60 minutes total; 3 minutes each	May be modified without notice.
Boulder	Yes	40 minutes; 20 people for 2 minutes each	Random selection if more than 20 people sign up.
Broomfield	Yes	90 minutes; first 15 have 3 minutes, next 10 have 2 minutes; remainder 1 minute	Residents may be given priority. May alternate between opposing groups. Additional modifications as needed.
Denver	Yes	30 minutes total; 3 minutes each	Youth pilot program; new people prioritized first.
Laramie, WY	Yes	30 minutes	
Longmont	Yes	No; 3 minutes each. First call (beginning of meeting) and last call (end of meeting).	First call restricted to Longmont residents and employees.
Loveland	Yes	60 minutes total; 3 minutes each	Up to 10 minutes to speak if speaking for at least 5 others.
Northglenn	Yes	No	Comments about agenda items are heard at the beginning; general at the end.
Pueblo	Yes	30 minutes; 5 minutes each, maximum of 6 speakers	Must draw for spots if more than 6 sign up.
Thornton	Yes	60 minutes; 3 minutes each	
Weld County	No – email only		

# WORK SESSION AGENDA ITEM SUMMARY

City Council




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## STAFF

Ginny Sawyer, Lead Project and Policy Manager  
 Jenny Lopez Filkins, Deputy City Attorney  
 Ed Bowditch, Bowditch & Cassell  
 Jennifer Cassell, Bowditch & Cassell

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## SUBJECT FOR DISCUSSION

**2024 Legislative Wrap-Up.**

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## EXECUTIVE SUMMARY

The purpose of this item is to provide a high-level review of bills that passed during the 2024 legislative session with particular focus on impacts to the City. The PowerPoint and agenda item summary highlight bills that will require staff and/or Council action. The attachment provides these and other bills and their descriptions.

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## GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. What questions and feedback do Councilmembers have regarding the 2024 legislative session?

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## BACKGROUND / DISCUSSION

### LAND USE BILLS

#### **HB-1313 - Housing in Transit-Oriented Communities:**

This bill will require the establishment of a Housing Opportunity Goal, potential rezonings, establishment of anti-displacement strategies, and reporting on an on-going basis in a transit-oriented community. This will have a significant impact on staff resources in Planning, Geographic Information System (GIS), and Transport.

#### **HB-1152 – Accessory Dwelling Units:**

This bill creates a series of requirements related to accessory dwelling units (ADUs). It requires a qualifying jurisdiction (such as the City) to allow an ADU to be constructed as an accessory use to a single-unit detached dwelling anywhere single-unit detached dwellings are allowed. The jurisdiction may not require construction of new off-street parking or require an ADU to be owner-occupied. The jurisdiction may impose an administrative approval process that may not be appealable to an elected or appointed body or hearing officer. It allows application of local short-term rental laws. The bill creates a grant program for offsetting costs incurred in connection with meeting the requirements. The requirements in this bill apply on or after



June 30, 2025. The City will need to update the Land Use Code and work will require staff resources in Planning and City Attorney's Office (CAO).

### **HB-1304 – Minimum Parking Requirements:**

This bill will require the City to update its Land Use Code to remove minimum parking requirements for multi-family and certain mixed-use projects close to transit. Similarly to HB-1152, minimum parking requirements were eliminated in the past for development close to MAX and then were re-introduced due to community feedback. This will require significant resources from Planning, Communications and Public Involvement, and the City Attorney's Office.

### **SB-005 – Prohibit Landscaping Practices for Water Conservation:**

This bill prohibits the installation of nonfunctional turf, artificial turf, or invasive plant species on commercial or industrial property or in transportation corridors starting January 1, 2025. The City's Water Efficiency Plan work can address this and an update to the Larimer County Urban Street Standards may be needed.

## **ENVIRONMENTAL/TRANSPORTATION BILLS**

### **HB-1173 – Electric Vehicle Charging System Permits**

This bill establishes an expedited permitting process for the approval of electric motor vehicle (EV) charging systems for counties and municipalities. The bill allows municipalities to either follow the State's model EV charger permitting process (developed by March 2025) or adopt an ordinance or resolution stating it will not follow the State's model code and will process permit applications using its existing permit review procedures. The City has an existing code and permitting process and may want to relying on its existing code and process.

### **HB-1341 - State Vehicle Idling Standard:**

Current law imposes a uniform State idling standard on an owner or operator of a covered vehicle that prohibits the vehicle from idling for more than 5 minutes within any 60-minute period, except in certain situations. This applies to commercial diesel vehicles with a gross weight greater than 14,000. The bill authorizes a local government to enact a resolution or ordinance concerning the idling of a covered vehicle that is at least as stringent as, but not less stringent than, the State idling standard and requires any local government with an idling standard to include certain exemptions.

## **HOUSING BILLS**

### **HB-1007 – Prohibit Residential Occupancy Limits:**

Starting July 1, local governments will be prohibited from limiting how many people are allowed to live together in the same dwelling, regardless of their familial relationship. Local governments may implement residential occupancy limits based on demonstrated health and safety standards such as International Building Code standards or Colorado Department of Public Health and Environment (CDPHE) wastewater and water quality standards. Staff are currently working with Council to update codes and shift education and awareness.

### **SB-174 – Sustainable Affordable Housing Assistance:**

Under this measure, local governments are required to conduct housing needs assessments every six years and create action plans to meet those needs. Local governments that make progress on their housing plans would have an advantage in winning grant dollars from a number of state agencies. The Bill requires a housing needs assessment (by 2026) and a housing action plan (by 2028). The City has work streams planned to comply with the bill.

**JUDICIAL/LAW ENFORCEMENT BILLS****HB-1371 – More Uniform Local Massage Facilities Regulation:**

The bill requires every local government that has a massage facility within its jurisdictional boundaries to adopt a resolution or ordinance that designates a local licensing authority to receive, review and approve or deny an application for a license to operate a massage facility and investigate and determine the eligibility of a person to be an owner or employee of a massage facility based on information received from a local law enforcement agency that has coordinated with the Colorado Bureau of Investigation to process state and federal fingerprint criminal history record checks.

- The bill requires a county and municipality within a county to consult with each other when developing such a resolution or ordinance and grants a municipality the option to elect to have a county's resolution or ordinance to apply to massage facilities operating within the jurisdictional background of the municipality in lieu of adopting its own.
- The City regulated massage parlors from 1981 to 2008, when a state law preempting local regulation was enacted.

**HB-1372 – Regulating Law Enforcement Use of Prone Restraint:**

The bill requires law enforcement agencies on or before July 1, 2025, to adopt written policies and procedures concerning use of the prone position and prone restraint by officers certified by the Peace Officer Standards and Training board, including Fort Collins Police Services.

**HB-1079 - Persons Detained in Jail on Emergency Commitment:**

Beginning July 1, 2025, the bill prohibits a law enforcement officer or emergency service patrol officer who takes a juvenile into protective custody from detaining the person in jail. Fort Collins Police Services will update policy and provide training.

**HB-1090 - Privacy Protections Criminal Justice Records:**

This bill impacts police records policy regarding the release of unredacted records containing victim's name and identifying information to victims in certain sexual offense cases. The bill permits the release of unredacted records to the named or victim's designee. The bill permits the release of unredacted records to certain specific offices and persons typically involved in related legal processes. The bill clarifies that changes in 2023 to the law related to records of child victims and child witnesses apply to records pertaining to offenses committed on or after January 1, 2024. This is a clean-up bill from last year that accidentally struck the ability of those involved in criminal justice cases to have access to records.

**HB-1103 - Prohibiting Excited Delirium:**

Effective August 6, 2024, the bill prohibits training for law enforcement personnel and other first responders from including the term "excited delirium" and prohibits a peace officer from using that term to describe a person in an incident report. Fort Collins Police Services will review training to ensure compliance.

**SB-065 - Mobile Electronic Devices and Motor Vehicle Driving:**

Current law prohibits an individual who is under 18 years of age from using a mobile electronic device when driving. Effective January 1, 2025, the bill applies the prohibition to an individual who is 18 years of age or older unless the individual is using a hands-free accessory.

**SB-079 - Motorcycle Lane Filtering and Passing:**

The City must consider amendments to section 1503 of the Fort Collins Traffic Code to make it consistent with this law. Effective August 7, 2024, the bill authorizes a 2-wheeled motorcycle to overtake or pass another motor vehicle in the same lane under certain conditions.

**SB-131 – Prohibiting Carrying Firearms in Sensitive Spaces:**

Effective July 1, 2024, this bill prohibits carrying a firearm, openly and concealed, in certain government buildings, including the building of their governing body and adjacent parking areas. The bill also allows a local government to allow persons to carry a firearm in its governing body building. The City may want to consider whether to allow persons to carry a firearm in City Hall.

**GOVERNMENT BILLS****HB-1050 - Simplify Processes Regarding Certain Local Government Taxes:**

The bill requires the City to report to the Colorado Department of Revenue a copy of their ordinances imposing lodging tax and building permit-related sales and use tax, along with any amendments, by June 15, 2025.

- The bill requires local governments to file any future ordinances or amendments with the Department of Revenue no later than 45 days before they become effective.
- The bill grants authority to a state task force to inspect home rule municipalities' imposition of lodging tax, with the intent of pursuing a state-created method of collecting local lodging sales tax.

**HB-1235 - Reduce Aviation Impacts on Communities:**

The bill creates new requirements addressing adverse airport impacts for airports that receive certain grants. The City and City of Loveland jointly own the Northern Colorado Regional Airport (Airport), which is a recipient of such grants.

- The bill promotes the phasing-out of leaded aviation gas.
- The bill instructs the Division of Aeronautics to designate roughly \$1.5 million a year to aid in the transition from leaded to unleaded aviation gasoline. Airports receiving this grant have to adopt a plan to phase out leaded gasoline by 2030 and establish a voluntary noise mitigation plan consistent with state requirements, including limitations on when flights may depart and the frequency of touch-and-go flights.
- The bill would also require the Division of Aeronautics and Colorado Department of Public Health and Environment (CDPHE) to provide technical assistance to airports on the adverse impacts of aircraft noise and leaded aviation gasoline.
- While the Airport is co-owned by the City and City of Loveland, it is managed and operated by Loveland employees.

**HB-1454 – Grace Period Noncompliance Digital Accessibility:**

The bill allows a one-year grace period to comply with digital accessibility standards. The City is continuing efforts to achieve compliance.

**SB-194 - Special District Emergency Services Funding:**

The bill repeals the statutory authorization for local governments to impose and collect impact fees for the purpose of funding fire and emergency services. This would require legal review of the City's fire protection

impact fee. In turn, the bill would allow fire districts and ambulance districts to collect their own impact fees on the construction of new buildings, structures, facilities, or improvements. Prior to doing so, the districts must provide municipalities and counties within the impacted area 60 days advance notice to allow them to provide written comment.

- The bill would also allow fire districts and ambulance districts to impose a sales tax at a rate determined by the district's board, subject to voter approval. Any such sales tax must be collected, administered, and enforced by the state Department of Revenue.
- The City will likely want to confer with Poudre Valley Fire Protection District regarding the issues raised by this bill.

## **NEXT STEPS**

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Staff will continue to track bills through signage or enactment and bring forward any required changes.

## **ATTACHMENTS**

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1. Bill Spreadsheet
2. Presentation

Item 2.	Title	Comment	Sponsors (House and Senate)
<a href="#">HB24-1007</a>	Prohibit Residential Occupancy Limits	Starting July 1, local governments will be prohibited from limiting how many people are allowed to live together in the same dwelling, regardless of their familial relationship. The only exceptions are if the limit is linked to health or safety concerns or to comply with affordable housing guidelines.	House: J. Mabrey (D), M. Rutinel (D); Senate: T. Exum Sr. (D), J. Gonzales (D)
<a href="#">HB24-1030</a>	Railroad Safety Requirements	Train length not to exceed 8,500 feet. With certain exceptions, railroads must operate, maintain, and report the location of wayside detector systems. A train may not obstruct a public crossing for longer than 10 minutes unless the train is continuously moving or is prevented from moving by circumstances beyond the railroad's control. The public utilities commission (PUC) may impose fines for the violation of these safety requirements. Requires railroads that transport hazardous to maintain insurance coverage that is adequate to cover costs and liabilities resulting from accidents.	House: J. Mabrey (D), T. Mauro (D); Senate: T. Exum Sr. (D), L. Cutter (D)
<a href="#">HB24-1033</a>	Emergency Management Plan Individuals with Animals	<p>The bill encourages entities with emergency management plans to include a plan for addressing the needs of people with animals including evacuation, shelter and transport of the animals and shelter to accommodate the persons and their animal.</p> <p>The bill also encourages additional information be made available for the public regarding the plans and available assistance.</p> <p>The bill also strongly encourages a city, county, or city and county, on or after January 1, 2025, to implement disability etiquette and service animal training to ensure that emergency response personnel are well prepared to interact with individuals with disabilities and their service animals during emergency situations.</p>	House: M. Snyder (D), E. Velasco (D); Senate: L. Cutter (D), S. Jaquez Lewis (D)
<a href="#">HB24-1107</a>	Judicial Review of Local Land Use Decision	The bill requires a court to award reasonable attorney fees to a prevailing defendant in an action for judicial review of a local land use decision, except for an action brought by the land use applicant before the governmental entity.	House: S. Bird (D), W. Lindstedt (D); Senate: F. Winter (D), J. Bridges (D)
<a href="#">HB24-1152</a>	Accessory Dwelling Units	The bill creates a series of requirements related to accessory dwelling units (ADU). It requires a qualifying jurisdiction (such as the City) to allow an ADU to be constructed as an accessory use to a single-unit detached dwelling anywhere single-unit detached dwellings are allowed. The jurisdiction may not require construction of new off-street parking or require an ADU to be owner-occupied. The jurisdiction may impose an administrative approval process that may not be appealable to an elected or appointed body or hearing officer. It allows application of local short-term rental laws. The bill creates a grant program for offsetting costs incurred in connection with meeting the requirements. The requirements in this bill apply on or after June 30, 2025.	House: J. Amabile (D), R. Weinberg (R); Senate: T. Exum Sr. (D), K. Mullica (D)
<a href="#">HB24-1156</a>	Chamber of Commerce Alcohol Special Event Permit	<p>Under current law, a special event permit allows the service of alcohol beverages during special events. The bill authorizes a special event permit to be issued to a chamber of commerce.</p> <p>Certain types of business are excluded from participating in the special event.</p> <p>The holder of a retail establishment permit may participate in the special event.</p> <p>The bill also requires the executive director the Department of Revenue (DOR) to promulgate rules to authorize tobacco festivals by means of a permit issued by DOR. Standards are set for the rules.</p>	House: W. Lindstedt (D), A. Hartsook (R); Senate: R. Zenzinger (D), J. Smallwood (R)



Item 2.

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	Electric Vehicle Charging System Permits	The bill establishes an expedited permitting process for the approval of electric motor vehicle (EV) charging systems for counties and municipalities. The bill allows municipalities to either follow the state's model EV charger permitting process or adopt an ordinance or resolution stating it will not follow the state's model code and will process permit applications using its existing permit review procedures. The bill requires municipalities to report to the state whether it is complying with the model code and on the total number of EV permitting applications it receives within specific time frames.	House: A. Valdez (D); Senate: K. Priola (D), S. Jaquez Lewis (D)
HB24-1175	Local Governments Rights to Property for Affordable Housing	The bill allows local governments right of first refusal and first offer to purchase multi-family residential or mixed-use rental property that is existing affordable housing (mobile home parks are excluded). Properties purchased in this manner must be used for long-term affordable housing or mixed-income development.	House: E. Sirota (D), A. Boesenecker (D); Senate: F. Winter (D), S. Jaquez Lewis (D)
HB24-1220	Workers' Compensation Disability Benefits	The bill allows a claimant for workers' compensation benefits to refuse an offer of modified employment if the employment requires the claimant to drive to and from work and the treating physician has restricted the claimant from driving. The bill also increases the aggregate limits on temporary (from \$75K to \$185K) and permanent (from \$100K to \$300K) injury benefits.	House: L. Daugherty (D); Senate: J. Marchman (D)
HB24-1235	Reduce Aviation Impacts on Communities	<p>The bill creates new requirements addressing adverse airport impacts for airports that receive certain grants. The City and City of Loveland jointly own the Northern Colorado Regional Airport (Airport), which is a recipient of such grants. The bill promotes the phasing-out of leaded aviation gas. The bill restricts the Airport's access to grant funds unless the Airport: (1) by Jan. 1, 2026, creates a plan to phase out leaded aviation gas sales consistent with state requirements; and (2) has established and enforces a voluntary noise mitigation plan consistent with state requirements, including limitations on when flights may depart and the frequency of touch-and-go flights.</p> <p>The bill would also require the Division of Aeronautics and Colorado Department of Public Health and Environment (CDPHE) to install noise monitoring systems at the Airport, and to do periodic testing for the presence of lead in the blood of people who live, work, or attend school near the Airport. While the Airport is co-owned by the City and Loveland, it is managed and operated by Loveland employees.</p>	House: S. Bird (D), K. Brown (D); Senate: R. Zenzinger (D), S. Fenberg (D)
HB24-1237	Programs for the Development of Child Care Facilities	<p>The bill creates the opportunity to receive grant funding for the planning and development of childcare facilities, as well as access to a childcare facility development toolkit and technical assistance program.</p> <p>The childcare facility development planning grant program is created to incentivize and support local governments in identifying and making regulatory updates or improvements to community planning, development, building, zoning and other regulatory processes to support the development of childcare facilities.</p> <p>The childcare facility development capital grant program is created to provide eligible entities, including local governments, public schools, institutions of higher education, or public-private partnerships, with money to support the development of licensed childcare and to construct, remodel, renovate, or retrofit a child care facility to meet a demonstrated need for child care in an eligible entity's community.</p>	House: M. Bradfield (R), M. Lukens (D); Senate: J. Rich (R), J. Marchman (D)
HB24-1260	Prohibition Against Employee Discipline	The bill prohibits employers from subjecting or threatening to subject an employee to discipline, discharge or adverse action on account of the employee's refusal to attend or participate in an employer-sponsored meeting concerning religious or political matters or for declining to listen to speech or view religious or political communications from the employer.	House: M. Duran (D), T. Hernandez (D); Senate: J. Danielson (D)

	Minimum Parking Requirements	The bill prohibits a county or municipality, on or after January 1, 2025, from enforcing minimum parking requirements for multifamily development, adaptive re-use for residential or 50% residential mixed use that is within a metropolitan Planning Organization or within and applicable transit service area. The bill requires a county or municipality that is subject to the bill, on or after June 30, 2025, to submit a report to the department of local affairs detailing the county or municipality's compliance with the requirements of the bill.	House: S. Woodrow (D), S. Vigil (D); Senate: K. Priola (D), N. Hinrichsen (D)
<a href="#">HB24-1308</a>	Effective Implementation of Affordable Housing Programs	This bill address specific DOLA reporting and application requirements and allows a local government or to donate land to a community land trust or a nonprofit affordable homeownership developer for development as affordable homeownership property and receive a credit for the purposes of calculating whether the local government has met the affordable housing unit requirements for the year in which the land is donated.	House: W. Lindstedt (D), L. Frizell (R); Senate: J. Gonzales (D)
<a href="#">HB24-1313</a>	Housing in Transit-Oriented Communities	The bill establishes a category of local government, a transit-oriented community. The City is a transit-oriented community as that term is defined in the bill. The bill defines ""transit-oriented communities"" based on their proximity to transit like bus rapid transit (the MAX line, for example. These designated areas, which will be mapped later this year, are required to set a ""housing opportunity goal"" of 40 units per acre and make sure local zoning enables enough density to meet the goal. Communities that meet the requirements will be eligible to apply for funding from a new \$35 million grant program to help build infrastructure for affordable housing and other projects.	House: S. Woodrow (D), I. Jodeh (D); Senate: F. Winter (D), C. Hansen (D)
<a href="#">HB24-1324</a>	Attorney General Restrictive Employment Agreements	The bill grants the attorney general rule-making authority over restrictive employment agreements. Current law allows an employer to recover the expense of educating and training a worker where the training is distinct from normal, on-the-job training. The bill regulates the recoverable expense as other consumer debt and student debt. The bill also adds the requirement that, for an employer to recover the expense, the training must comply with rules promulgated by the attorney general regarding the transferability of the training or credentialing that is available to the employee because of the training.	House: C. Clifford (D); Senate: L. Liston (R), N. Hinrichsen (D)
<a href="#">HB24-1334</a>	Broadband Service for Multiunit Buildings	The bill prohibits a property owner (owner) of a multiunit building, including a multidwelling and multitenant building and a mobile home park, from denying a broadband provider (provider) access to the property to install the necessary infrastructure to provide high-speed broadband service.	House: A. Boesenecker (D); Senate: C. Hansen (D)
<a href="#">HB24-1341</a>	State Vehicle Idling Standard	The bill authorizes a local government to enact a resolution or ordinance concerning the idling of a covered vehicle that is at least as stringent as, but not less stringent than, the state idling standard. Only applies to commercial deisel vehicles.	House: J. Willford (D), J. Marvin (D); Senate: L. Cutter (D)

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	<p>More Uniform Local Massage Facilities Regulation</p>	<p>The bill requires every local government that has a massage facility within its jurisdictional boundaries to adopt a resolution or ordinance that designates a local licensing authority to receive, review and approve or deny an application for a license to operate a massage facility and investigate and determine the eligibility of a person to be an owner or employee of a massage facility based on information received from a local law enforcement agency that has coordinated with the Colorado Bureau of Investigation to process state and federal fingerprint criminal history record checks. The bill requires the resolution or ordinance to require an applicant for such license or the employee of such applicant to submit to a background check.</p> <p>The bill requires a county and municipality within a county to consult with each other when developing such a resolution or ordinance and grants a municipality the option to elect to have a county's resolution or ordinance to apply to massage facilities operating within the jurisdictional background of the municipality in lieu of adopting its own. Because a licensed massage therapist is required by Colorado law to submit to a background check to obtain a license to practice massage therapy, the bill exempts a licensed massage therapist from the bill's background check requirement. The City regulated massage parlors from 1981 to 2008, when a state law preempting local regulation was enacted.</p>	<p>House: M. Lukens (D), A. Hartsook (R); Senate: R. Fields (D), R. Gardner (R)</p>
<p><a href="#">HB24-1372</a></p>	<p>Regulating Law Enforcement Use of Prone Restraint</p>	<p>The bill requires law enforcement agencies on or before July 1, 2025, to adopt written policies and procedures concerning use of the prone position and prone restraint by officers certified by the Peace Officer Standards &amp; Training board, including Fort Collins Police Services.</p>	<p>House: L. Herod (D), S. Woodrow (D); Senate: R. Fields (D), J. Gonzales (D)</p>
<p><a href="#">HB24-1454</a></p>	<p>Grace Period Noncompliance Digital Accessibility</p>	<p>Current law requires state agencies and public entities to comply with digital accessibility standards on or before July 1, 2024. The bill provides a one-year extension to July 1, 2025, of immunity from liability for failure to comply with the digital accessibility standards for an agency that demonstrates good faith efforts toward compliance or toward resolution of any complaint of noncompliance.</p>	<p>House: D. Ortiz (D), R. Pugliese (R); Senate: P. Lundeen (R)</p>
<p><a href="#">SB24-005</a></p>	<p>Prohibit Landscaping Practices for Water Conservation</p>	<p>This bill prohibits the installation of nonfunctional turf, artificial turf, or invasive plant species on commercial or industrial property or in transportation corridors starting January 1, 2025</p>	<p>Senate: D. Roberts (D), C. Simpson (R); House: B. McLachlan (D), K. McCormick (D)</p>
<p><a href="#">SB24-032</a></p>	<p>Methods to Increase the Use of Transit</p>	<p>The bill makes permanent a set of grant programs that allow transit agencies to offer free transit during ozone season and provide free transit for youth year-round. It allocates \$7 million annually for ozone season transit and \$7 million annually for free fares for youth. The bill also establishes a committee to develop a proposal for a statewide transit pass that can work across transit agencies in the state.</p>	<p>Senate: K. Priola (D), F. Winter (D), S. Jaquez Lewis (D); House: S. Vigil (D), J. Joseph (D), J. Marvin (D)</p>
<p><a href="#">SB24-058</a></p>	<p>Landowner Liability Recreational Use Warning Signs</p>	<p>Currently, the Colorado Recreational Use Statute (CRUS) protects landowners from liability resulting from the use of their lands by other individuals for recreational purposes. However, the CRUS does not limit an owner's liability for injuries or death resulting from the owner's willful or malicious failure to guard or warn against a known dangerous condition, use, structure, or activity likely to cause harm. The bill states that under such circumstances, an owner does not commit a willful or malicious failure if: The owner posts a warning sign at the primary access point where the individual entered the land, which sign satisfies certain criteria; The owner maintains photographic or other evidence of the sign; and The dangerous condition, use, structure, or activity that caused the injury or death is described by the sign and the signage meets other specific requirements. The bill expands the definition of recreational purpose to include any hobby, diversion, sport, or other recreational activity. It is unclear whether this bill impacts the City's liability in light of the Colorado Governmental Immunity Act.</p>	<p>Senate: D. Roberts (D), M. Baisley (R); House: S. Bird (D), B. Titone (D)</p>

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	Mobile Electronic Devices & Motor Vehicle Driving	<p>Current law prohibits an individual who is under 18 years of age from using a mobile electronic device when driving. Effective January 1, 2025, the bill applies the prohibition to an individual who is 18 years of age or older unless the individual is using a hands-free accessory. The following uses are exempted:</p> <p>By an individual reporting an emergency to state or local authorities;</p> <p>By an employee or contractor of a utility when responding to a utility emergency;</p> <p>By an employee or contractor of a city or county is acting within the scope of the employee's or contractor's duties as a code enforcement officer or animal protection officer;</p> <p>By a first responder; or</p> <p>By an individual in a motor vehicle that is parked.</p>	Senate: R. Fields (D), C. Hansen (D); House: M. Froelich (D), D. Ortiz (D)
SB24-078	Outdoor Nature-Based Preschool Programs	The bill requires the department to provide training to licensing staff who oversee outdoor program site inspections and to outdoor program operators and staff.	Senate: K. Priola (D), J. Marchman (D); House: B. McLachlan (D), J. Joseph (D)
SB24-079	Motorcycle Lane Filtering & Passing	<p>Effective August 7, 2024, the bill authorizes a 2-wheeled motorcycle to overtake or pass another motor vehicle in the same lane if:</p> <p>The other motor vehicle is stopped or moving in the same direction of travel as the motorcycle;</p> <p>The road has lanes wide enough to pass safely;</p> <p>The motorcycle is moving at 20 miles per hour or less; and</p> <p>Conditions permit prudent operation of the motorcycle while overtaking or passing.</p> <p>A motorcycle rider overtaking or passing under the bill must not overtake or pass on the right shoulder, to the right of a vehicle in the farthest right-hand lane if the highway is not limited access or in a lane of traffic moving in the opposite direction.</p>	Senate: J. Smallwood (R), N. Hinrichsen (D); House: J. Mabrey (D), R. Weinberg (R)
SB24-081	Perfluoroalkyl & Polyfluoroalkyl Chemicals	This bill makes multiple changes to existing law that address phase out timing and distribution and sale of specific product types to limit PFAs.	Senate: L. Cutter (D); House: C. Kipp (D), M. Rutinel (D)
SB24-129	Nonprofit Member Data Privacy & Public Agencies	With certain exceptions, the bill prohibits a local government from requiring any person to provide the local government with data that may identify a member of a nonprofit entity (member-specific data) or compelling the disclosure of member-specific data, disclosing member-specific data to any person; or requesting or requiring a current or prospective contractor or a current or prospective grantee of a grant program administered by the local government to provide a list of nonprofit entities to which the current or prospective contractor or grantee has provided financial or nonfinancial support. A nonprofit entity or any of its members affected adversely by a public agency's violation of the bill's provisions may initiate a civil action against the local government in district court for injunctive relief, damages, or such other relief as is appropriate. The bill may impact the City's receipt and administration of grants.	Senate: C. Kolker (D), B. Pelton (R); House: C. deGruy Kennedy (D), L. Frizell (R)

<p>Item 2.</p>	<p>Prohibiting Carrying Firearms in Sensitive Spaces</p>	<p>Effective July 1, 2024, the bill prohibits a person from knowingly carrying a firearm, both openly and concealed, in the following government buildings, including their adjacent parking areas: State legislative buildings, including buildings at which the offices of elected members are located; a building of a local government's governing body, including buildings at which the offices of elected members or the chief executive officer of a local government are located; and a courthouse or other building used for court proceedings.</p> <p>The bill permits a local government to enact a law permitting carrying a weapon at local government building included in the bill. Existing law prohibits openly carrying a firearm within any polling location or central count facility, or within 100 feet of a ballot drop box or any building in which a polling location or central count facility is located, while an election or any related ongoing election administration activity is in progress. The bill prohibits carrying a firearm in any manner at those locations.</p>	<p>Senate: S. Jaquez Lewis (D), C. Kolker (D); House: K. Brown (D), M. Lindsay (D)</p>
<p><a href="#">SB24-174</a></p>	<p>Sustainable Affordable Housing Assistance</p>	<p>The bill advances affordable housing policies. The bill was initiated by the Colorado Municipal League and its members. The bill requires a local government to conduct housing needs assessments by January 1, 2025, and update them every six years and to develop housing actions plans outlining strategies by January 1, 2028. Municipalities with master plans must update them to include the housing action plan and new water and strategic growth elements by December 31, 2026. The bill prohibits HOAs from creating new covenants that restrict accessory dwelling units or middle housing if the local government allows such activities.</p>	<p>Senate: R. Zenzinger (D), B. Kirkmeyer (R); House: S. Bird (D), R. Pugliese (R)</p>
<p><a href="#">SB24-184</a></p>	<p>Support Surface Transportation Infrastructure Development</p>	<p>The bill expands funding, authority, and studies for a Front Range fixed guideway mass transit system, including the proposed extension to Fort Collins. The bill sets a new fee on rental cars to fund construction of long-distance passenger rail throughout the state. The bill clarifies the scope of the high-performance transportation enterprise's powers and duties to expand its capacity to execute its charge and more explicitly prioritize mitigation of traffic congestion and traffic-related pollution through the completion of multimodal surface transportation infrastructure projects.</p>	<p>Senate: S. Fenberg (D), J. Marchman (D); House: J. McCluskie (D), A. Boesenecker (D)</p>
<p><a href="#">SB24-195</a></p>	<p>Protect Vulnerable Road Users</p>	<p>The bill amends the statute that governs the use of automated vehicle identification systems (AVIS) on roadways other than toll highways operated by a public highway authority or the high-performance transportation enterprise in the Colorado Department of Transportation (CDOT).</p> <p>The bill clarifies that CDOT and the Colorado State Patrol (CSP) have authority to use AVIS to detect traffic violations on any portion of a highway that is owned or maintained by the state. The bill clarifies the notification and coordination process between local governments, CDOT and the CSP with respect to the use of AVIS on a state highway. The bill authorizes CDOT to promulgate rules relating to the use of AVIS where it is not designated for use or implemented on state highways by the later of January 1, 2025, or the dated the rules are promulgated. It also requires CDOT to establish and include in its statutorily required performance plan declining annual targets for vulnerable road user fatalities and, as part of the targets, also establish engineering methodology and internal education requirements for practices to prioritize safety over speed on high-injury networks.</p>	<p>Senate: F. Winter (D), L. Cutter (D); House: M. Lindsay (D), W. Lindstedt (D)</p>



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	Modifications to Laws Regarding Elections	<p>The bill modifies the Uniform Election Code of 1992, the law regarding initiatives and referendums, and the Fair Campaign Practices Act, including the following:</p> <p>The county clerk and recorder may set the operational hours of the clerk and recorder's office.</p> <p>Changes the age at which an individual may preregister to vote from 16 to 15 years old.</p> <p>Allows a registered elector who will not have been a Colorado resident for at least 22 days immediately before a general election to cast a provisional ballot, which includes only a vote for president and vice president in that election.</p> <p>Extends the deadline for the secretary of state to adopt rules concerning the tabulation, reporting and canvassing of results for a coordinated election using instant runoff voting conducted by multiple counties from January 1, 2025, to January 1, 2026.</p> <p>Repeals obsolete provisions regarding recounts in nonpartisan local elections and clarifies who has standing to request a recount challenge.</p> <p>Changes the start date for rank choice voting for coordinated elections that include candidates for state or federal office from January 1, 2025, to January 1, 2026, but only for municipalities in two or more counties.</p> <p>Amends requirements related to filing disclosure statements that pertain only to the Fort Collins municipal judges.</p>	Senate: S. Fenberg (D), B. Pelton (R); House: E. Sirota (D)
<a href="#">SB24-229</a>	Ozone Mitigation Measures	<p>The bill reforms the way state agencies issue permits and enforce regulations on oil and gas operations. It grants Colorado's Energy and Carbon Management Commission more explicit power to penalize operators and address the problem of orphaned wells and codify a mandate on oil and gas producers to reduce emissions of ozone precursors.</p>	Senate: K. Priola (D), F. Winter (D); House: J. Bacon (D), J. Willford (D)
<a href="#">SB24-230</a>	Oil & Gas Production Fees	<p>Beginning in July 2025, the bill will levy new fees on oil and gas production in Colorado.</p> <p>The per-unit fees will be adjusted quarterly based on benchmark prices, but will roughly equate to a surcharge of about 0.5% per barrel of crude oil, and will raise between \$100 million and \$175 million in a typical year.</p> <p>The revenue will fund projects to offset the impacts of oil and gas pollution, with 80% allocated to public transit projects and the remainder used by Colorado Parks and Wildlife for land acquisition and habitat projects.</p>	Senate: S. Fenberg (D), L. Cutter (D); House: J. McCluskie (D), E. Velasco (D)

<p>Item 2.</p>	<p>Property Tax</p>	<p>Once signed into law, SB-233 will continue cuts in residential assessment rates for the current property tax year, meaning this is the second rate cut for the current two-year assessment cycle.</p> <p>These reduced assessment rates will lead to roughly a \$1.3 billion reduction in property tax due statewide.</p> <p>Beginning with the new reassessment cycle in 2025, the bill will make a series of long-term structural reforms to the property tax code, including establishing a two-tier assessment system – one that applies to school districts and another that applies to all other taxing districts, which include city and county governments, fire districts, water districts and more.</p> <p>Beginning with the 2024 property tax year, the bill limits property tax revenue growth for local government entities except home rule municipalities. Therefore, the revenue cap does not apply to the City.</p>	<p>Senate: C. Hansen (D), B. Kirkmeyer (R); House: C. deGruy Kennedy (D), L. Frizell (R)</p>
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# 2024 Legislative Wrap-Up

Ginny Sawyer, Lead Policy and Project Manager  
Jenny Lopez Filkins, Deputy City Attorney  
Ed Bowditch, Bowditch & Cassell  
Jennifer Cassell, Bowditch & Cassell



May 28, 2024

## By the Numbers

- January 6 - May 8, 2024
- 705 Bills introduced
- 525 Passed/Signed (to date)
- 105 Postponed Indefinitely
- 75 Killed by other means

## City of Fort Collins

- Tracked 42 Bills
- Position on 20 Bills (15 ended in preferred or amended position)





**HB-1313**  
**Housing in Transit-Oriented Communities**

**HB-1152**  
**Accessory Dwelling Units**

**HB-1304**  
**Minimum Parking Requirements**

**SB-005**  
**Prohibit Landscaping Practices for Water Conservation**



## **HB-1173**

### **Electric Vehicle Charging System Permits**

## **HB-1341**

### **State Vehicle Idling Standard**





## **HB-1007**

### **Prohibit Residential Occupancy Limits**

## **SB-174**

### **Sustainable Affordable Housing Assistance**



**HB-1371 - More Uniform Local Massage Facilities Regulation**

**HB-1372 - Regulating Law Enforcement Use of Prone Restraint**

**HB-1079 - Persons Detained in Jail on Emergency Commitment**

**HB-1090 - Privacy Protections Criminal Justice Records**

**HB-1103 - Prohibiting Excited Delirium**

**SB-065 - Mobile Electronic Devices and Motor Vehicle Driving**

**SB-079 - Motorcycle Lane Filtering and Passing**

**SB-131 - Prohibiting Carrying Firearms in Sensitive Spaces**





**HB-1050 - Simplify Processes Regarding Certain Local Government Taxes**

**HB-1235 - Reduce Aviation Impacts on Communities**

**HB-1454 - Grace Period Noncompliance Digital Accessibility**

**SB-194 - Special District Emergency Services Funding**



Item 2.



# Questions/Discussion

# WORK SESSION AGENDA ITEM SUMMARY

City Council




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## STAFF

Jerrod Kinsman, Lieutenant, Police Services Special Operations Division  
 Dawn Downs, Managing City Attorney  
 Tyler Stamey, City Traffic Engineer  
 Dylan Lewan, Analyst I, GIS, Information Services  
 Patty Netherton, Municipal Court Administrator

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## SUBJECT FOR DISCUSSION

**Traffic Safety Initiative – Automated Vehicle Identification System (AVIS) Corridors.**

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## EXECUTIVE SUMMARY

The purpose of this item is to recommend a proposal from Police Services and Planning, Development and Transportation (PDT), supported by the City Attorney's Office (CAO), and Municipal Court. This proposal stems from recent changes to Colorado law related to the expanded use of unmanned speed enforcement with Automated Vehicle Identification Systems (AVIS), on sections of roadways designated by the Council as speed corridors. The initiative's primary goal is to promote traffic safety through speed enforcement and supports Vision Zero, the Council's goal of eliminating Fort Collins roadway fatalities and reducing injury crashes.

A fundamental portion of the recommended changes are to municipal codes 1106 and 615. If approved, this will result in Council being able to identify "speed corridors" based on complaints, citations and crash data provided by City staff. If Council identifies speed corridors, Police Services can utilize photo speed enforcement (AVIS), in the designated speed corridors. Without a speed corridor designation, updated State law limits the use of AVIS on roadways described as construction zones, school zones, neighborhoods, and roadways adjacent to city parks.

Based on preliminary data collected for the proposed corridors and if all red-light cameras are also adopted as corridors, the system will increase the number of citations issued and increases the AVIS fund balance. The increase of citations will generate additional work for the City Attorney's office and Municipal Court. To offset this impact, a budgeting for outcomes (BFO) offer, funded entirely by this program, will be submitted to increase personnel at the CAO, Municipal Court, and PDT.

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## GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

1. Given the costs and program approach, what is Council's feedback on what level of enforcement it would like to see staff pursue?
2. What next steps would Council like to see?

3. What feedback does Council have on timing of implementation and whether to move this initiative forward quickly or consider resources as part of 2025-2026 budget process?
4. After covering the costs of the program, would Council like to see additional funds designated for enforcement, education, and engineering?

## **BACKGROUND / DISCUSSION**

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Traffic speed is a concerning problem facing the City. Last year, the City experienced a record-high number of fatal and injury collisions, many of which were associated with people driving beyond posted speed limits.

In 2023, the State passed legislation to allow local governments to conduct unmanned speed enforcement with AVIS (Automated Vehicle Identification System). With this change in State law, the City of Fort Collins has the opportunity to impact traffic speed compliance through the expanded use of automated speed enforcement to reduce the number of injury crashes and traffic-related fatalities on our roadways.

As part of the City's current traffic enforcement program, six intersections are outfitted with red-light cameras (two cameras per intersection) that detect red stop-light violations. Those twelve red-light-camera approaches have the capability to also detect, validate, and generate speeding violations where vehicle speed exceeds the posted limit of more than eleven miles per hour, if those intersections are designated within a speed corridor. Additionally, this initiative adds the contracted use of two transportable units that can be placed temporarily in problematic locations to address speed compliance between intersections.

This proposal is also to recommend funding full-time equivalents (FTEs) in Municipal Court, the City Attorney's Office and PDT. The expansion of the AVIS program and traffic safety related FTEs would be funded through fines collected by AVIS, both red-light and speed cameras, if this request is adopted by Council.

Below are links to media related to this recommendation:

<https://www.cpr.org/2023/06/06/police-signs-bill-allowing-more-speed-cameras-across-colorado/>

<https://www.cochranlibrary.com/cdsr/doi/10.1002/14651858.CD004607.pub4/abstract>

## **NEXT STEPS**

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- Adopt ordinance changes.
- Adopt designated corridors through resolution.
- Expand contract with current AVIS vendor.
- Approve hiring of recommended FTEs.

## **ATTACHMENTS**

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1. Traffic Safety Initiative Summary
2. Presentation

## **Traffic Safety Initiative**

### **Summary**

This initiative proposal is a joint effort by Police Services and PDT, and is supported by the City Attorney's Office, and Municipal Court. It results from recent changes to Colorado law related to the expanded use of photo speed enforcement tools on sections of roadways designated by the City Council. The initiative's primary goal is to promote traffic safety through speed enforcement and supports Vision Zero, the City Council's goal of eliminating Fort Collins roadway fatalities and reducing injury crashes.

A fundamental portion of the initiative proposal is a recommended ordinance to change municipal code 1106 and 615. If approved, this will result in the Council identifying "speed corridors" based on vehicle speed and crash data provided by City staff. Once the Council identifies speed corridors, Police Services can utilize photo speed enforcement in these areas. Without a speed corridor designation, state law limits the use of photo radar to school zones, neighborhoods, construction zones, and streets that are adjacent to parks.

Based on preliminary data collected for the proposed corridors and expansion to allow current red-light cameras to begin capturing speed data, the system will increase the number of citations issued. This increase will significantly increase the workload for the City Attorney's office and the Municipal Court. To offset this impact, a BFO offer, funded entirely by this program, will be submitted to increase personnel at the CAO and Municipal Court.

### **Background**

Traffic speed is a concerning problem facing the City. Last year, the City experienced a record-high number of fatal and injury collisions, many of which were associated with people driving beyond posted speed limits.

In 2023, the State passed legislation to allow local governments to conduct unmanned speed enforcement with AVIS (Automated Vehicle Identification System). With this change in state law, the City of Fort Collins has the opportunity to impact traffic speed compliance through the expanded use of automated speed enforcement—to reduce the number of injury accidents and traffic-related fatalities on our roadways.

As part of the City's current traffic enforcement program, six intersections are outfitted with red-light cameras (two cameras per intersection) that detect red stop-light violations. Those twelve red-light-camera approaches have the capability to also detect, validate, and generate speeding violations where vehicle speed exceeds the posted limit of more than eleven miles per hour, if those intersections are designated within a speed corridor. Additionally, this initiative adds the contracted use of two transportable units that can be placed temporarily in problematic locations to address speed compliance between intersections.

The offer could fund essential FTEs in Municipal Court, the City Attorney's Office and PDT. This offer is fully funded through traffic safety funds collected from current red-light camera and speed camera enforcement and further funded if this proposal is adopted by the City Council.



<https://www.cpr.org/2023/06/06/police-signs-bill-allowing-more-speed-cameras-across-colorado/>

<https://www.cochranelibrary.com/cdsr/doi/10.1002/14651858.CD004607.pub4/abstract>



It is estimated that by 2020, road traffic crashes will have moved from ninth to third in the world ranking of burden of disease, as measured in disability adjusted life years. The prevention of road traffic injuries is of global public health importance. Measures aimed at reducing traffic speed are considered essential to preventing road injuries; the use of speed cameras is one such measure.

Thirty five studies met the inclusion criteria. Compared with controls, the relative reduction in average speed ranged from 1% to 15% and the reduction in proportion of vehicles speeding ranged from 14% to 65%. In the vicinity of camera sites, the pre/post reductions ranged from 8% to 49% for all crashes and 11% to 44% for fatal and serious injury crashes. Compared with controls, the relative improvement in pre/post injury crash proportions ranged from 8% to 50%.

### **Ordinance update**

To establish the use of unmanned speed enforcement or AVIS, an update to the existing ordinance is required. Recommended changes to City Ordinance 1106 and 615 will align with state law updates signed into law from Senate Bill 23-200 which updated CRS 42-4-110.5 permitting local and state governments to implement AVIS within their jurisdictions along designated speed corridors. Additionally, the city council is being asked to adopt designated speed corridors through a resolution based on data collected within the past five years but not to exceed five years. This working group has provided the past three years of data to support corridor designation. Data beyond three was not utilized as it was not geocoded for locations.

### **Corridor Designation**

Police Services and PDT are asking the Council to designate through resolution speed corridors to address dangerous driving on the community roadways. Data supports identifying corridors in accordance with state law CRS 42-4-110.5, utilizing crashes, citations, and complaints. Two tiers of corridors have been identified by a working group of city stakeholders responsible for responding to and addressing roadway safety. The two tiers being presented represent the most common locations for injury/fatal crashes, citations involving speeding, careless driving, reckless driving, and racing. In addition, complaint data was used to support the empirical data but not used to weigh the decision as complaints are relative to the opinion of the complainant and vary widely. The Traffic Safety Initiative group is proposing adoption of at least tier one, however would submit tier two locations support a need for additional speed enforcement as those areas of the city are experiencing high volumes of driving behaviors which contribute to injury and fatal crashes.

### **Automated Vehicle Identification System (AVIS) Upgrade**

Upgrading existing red-light camera locations to issue speed violations would cost \$2500 per month, per approach (12) totaling \$30,000 per month to activate all approaches.

Adding transportable solutions which could be moved periodically, likely every thirty days in areas where speed is most concerning would cost \$8,500 per month per unit (2). It is recommended two

transportable systems are added to traffic safety operations totaling \$17,000 a month with total systems additions being \$564K annually. The systems specifications include:

- Dual radar - Lane-specific tracking radar (primary radar) measures the speed and position of vehicles in beam, while the speed radar (secondary radar) provides high precision speed measurement of vehicle in beam. This enables the system to precisely track each vehicle and accurately trigger speed events, even in high-traffic locations. This also enables hardware-based edge SSV (secondary speed verification), which Verra Mobility uniquely provides.
- High-Definition Video - Capture high-definition digital video including a configurable video clip (up to 12-seconds) of the event and video of each speed-enforced location. This footage has been used to successfully assist law enforcement in solving both traffic and non-traffic related crimes.
- High-Efficiency LED Strobe - The purpose-built LED strobe allows for the ideal level of illumination to capture evidence of speed violations, while reducing the amount of light pollution typically associated with regular strobes.
- Ultra-High-Resolution Images - The camera captures ultra-high-resolution color images of 12 megapixels. While other systems rely on multiple pieces of equipment to process and store images, the Verra Mobility system integrates the camera and the main processing unit together. This eliminates the risk for missed or misinterpreted event data as it transfers from one processor to another.

**Additional Recommended Personnel:**

With the addition of automated speed enforcement utilizing AVIS an increase in the number of citations is anticipated. With an increase in citations staffing is required to support this traffic safety initiative to quell dangerous driving behaviors. Municipal Court and the City Attorney’s Office will be directly impacted with the increase in citations, and it is recommended that funds generated from AVIS enforcement be utilized to provide necessary staffing. The AVIS funds currently can support the additional personnel requested by municipal court and the City Attorney’s Office for 2024 and 2025, however, the addition of the recommended corridors and AVIS capabilities will ensure future funding while addressing traffic safety. Below is a table highlighting the current increase in traffic citations for current camera radar vans and red-light camera citations processed by the Municipal Court and the City Attorney’s Office from January 1<sup>st</sup> to March 31<sup>st</sup> for each year shown.

	2023 YTD	2024 YTD	% Change
Citations Issued	4522	7872	+42%
Citations Disposed	4223	7162	+42%
Dismissals	350	677	+48%
Trials Scheduled	44	88	+50%
Motions Filed	144	320	+55%
Cases Served by VM	270	292	+8%

Projected 2024 Total	Projected Increase with Corridors
30K	40K
133% Increase	

**Additional Personnel Costs:**

Personnel costs to support speed corridor and automated enforcement for the city consist of the following proposed positions.

- (2) Full-time municipal court clerks \$154K (Municipal Court)
- One City Attorney and (1) Legal Assistant \$232K (City Attorney’s Office)
- Data analyst \$112K (PDT)
- Vision Zero Coordinator \$126K (PDT)
  - Total personnel cost expansion funded by automated enforcement \$626K

**Anticipated Traffic Safety Revenue**

Automated enforcement of speeding violations in areas where the City designates as speed corridors will generate revenue earmarked for traffic safety. Those funds as they are dedicated for traffic safety, would support funding positions in the courts, city attorney’s office, and City PDT.

2024 – \$1M Current red-light fund balance

The current red-light fund balance is \$1.6M and is used to support municipal court and PDT. Activating red-light locations into speed camera locations would generate an estimated annual increase of \$3.2M additional funds from fines creating a traffic safety fund balance for 2024 of \$2.3M if activated by mid-year 2024, fund balance for 2025 of \$4.3M and for 2026 a balance of \$6.4M.

The AVIS program will be reevaluated mid-year and on an ongoing basis to determine if scalability is needed. Scalable options include possible reduction of AVIS devices being used to include vans, red-light locations for speed detection and part-time staffing if needed.



	2021	2022	2023	2024	2025	2026
Current AVIS Revenue	\$1,211,000	\$1,164,000	\$1,150,000	\$1,604,000	\$1,888,000	\$1,944,000
Current AVIS Expenses	\$882,000	\$960,000	\$1,541,000	\$1,899,000	\$1,965,000	\$2,034,000
Proposed FTE Expenses	-	-	-	\$175,000 Additional FTEs	\$626,000	\$649,000
Additional Corridor Revenue	-	-	-	\$2,166,000	\$3,293,000	\$3,408,000
Additional Corridor Expense	-	-	-	\$329,000	\$564,000	\$571,000
Traffic Safety Fund Balance	\$1,163,000	\$1,367,000	\$976,000	\$2,343,000	\$4,369,000	\$6,467,000

**Recommendation:**

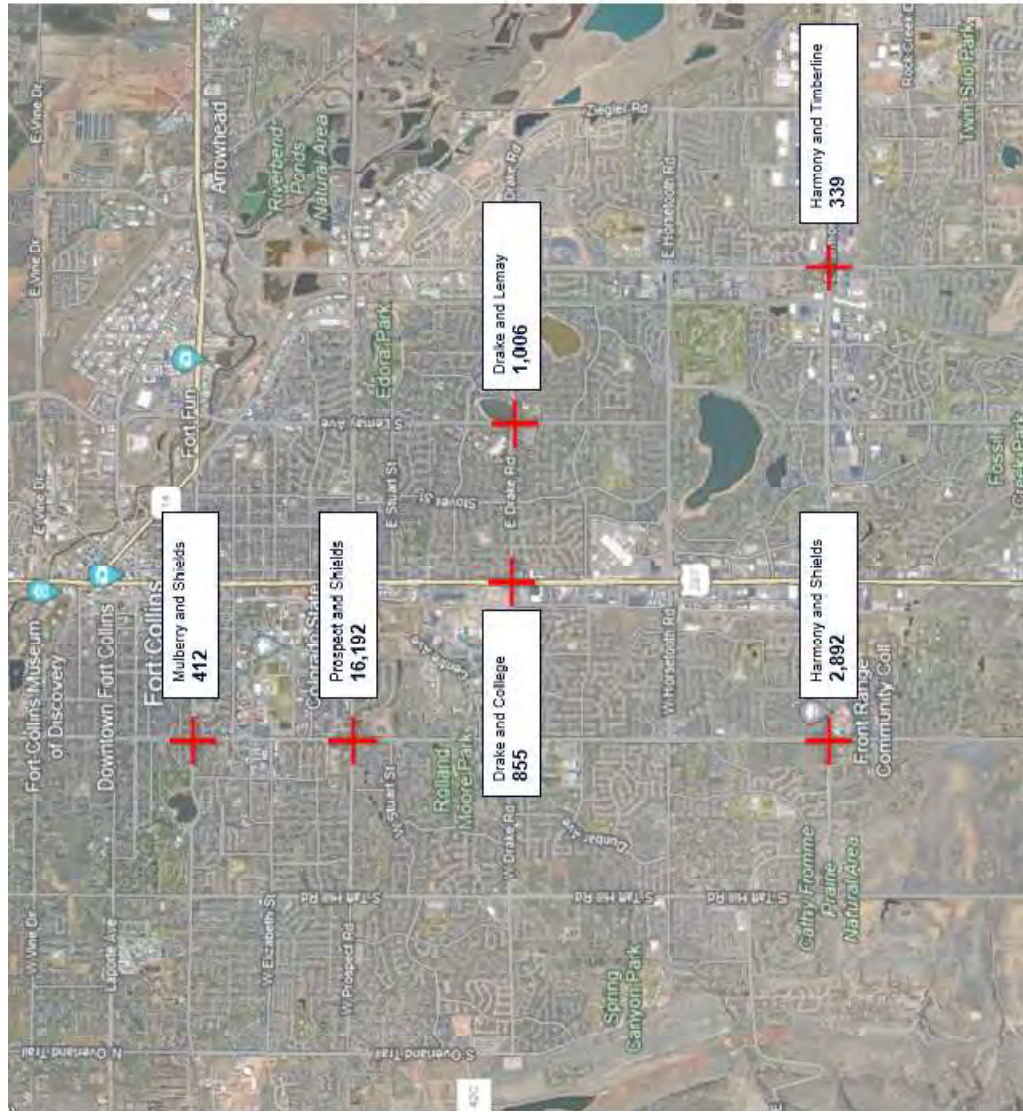
This working group recommends the following regarding the traffic safety initiative.

- Adopt all current red-light camera intersection locations as corridors (Appendix A), and either Tier 1 (Appendix B) or Tier 2 (Appendix C) corridors based on data which identifies areas of concern regarding dangerous moving violations, serious crashes and complaints.
- Extend the contract with Verra Mobility to include speed detection AVIS at all six intersections where red-light cameras are currently deployed.
- Add two transportable AVIS for speed enforcement to address the areas adopted as speed corridors as well as school zones, adjacent to parks and construction zones.
- Use funds to fund additional personnel for traffic safety support in municipal court and the city attorney’s office.
- Use funds to support additional traffic safety initiatives, projects, equipment and services throughout all city departments to support Vision Zero. (Ordinance No. 043, 2023)
- Provide bi-annual updates to council in-line with the budgeting process on the performance of the adopted speed corridors and adjust based on data and direction from council. Data will be provided in accordance with the requirements from state statute.
- Create a citywide multidisciplinary steering committee to process funding requests for traffic safety projects, equipment or personnel.

Data reflects monthly average of red-light camera speed detections from 2019 to 2023

Drake/Lemay and Harmony/Shields are newer and only reflect monthly average from 2024.

# Speeding 11+ MPH

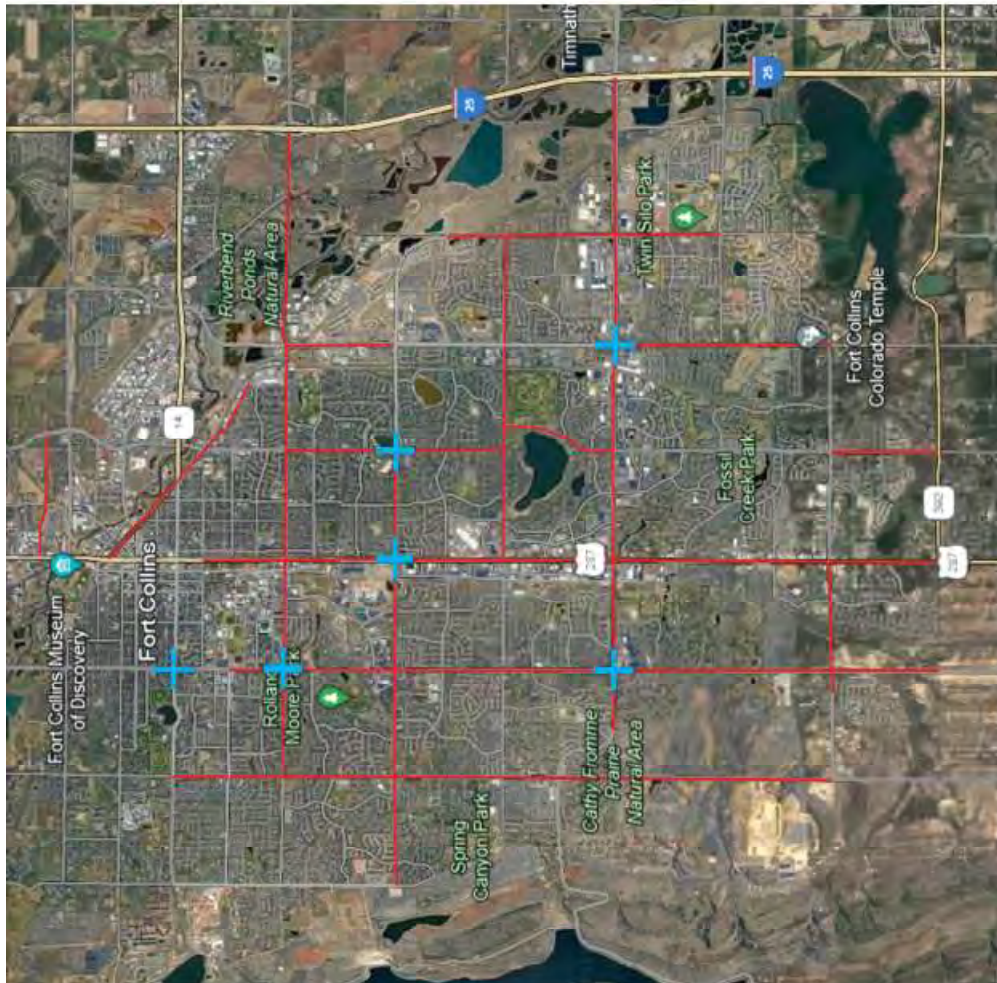




Appendix B

Road	From	To
Suniga Road	College Ave	Lemay Ave
Riverside Drive	College Ave	Pitkin St
Prospect Road	Taft Hill Road	125
Drake Road	Overland Tr	Lemay Ave
Horsetooth Road	College Ave	Ziegler Rd
Harmony Road	Chokecherry Tr	125
Trilby Road	Wainwright Dr	College Ave/287
Taft Hill Road	Mulberry St	Trilby St
Shields	Elizabeth St	Carpenter Rd
College Ave/HWY 287	Laurel St	Carpenter Rd
Lemay Avenue	Prospect Rd	Trilby Rd
Timberline Road	Prospect Rd	Drake Rd
Timberline Road	Harmony Rd	Trilby Rd
Ziegler Road	William Neal Pkwy	Kechter Rd

Intersection	Directions
Mulberry and Shields	North and South
Prospect and Shields	North and South
Harmony and Shields	North and South
Drake and College	North and South
Drake and Lemay	North and East
Harmony and Timberline	East and West

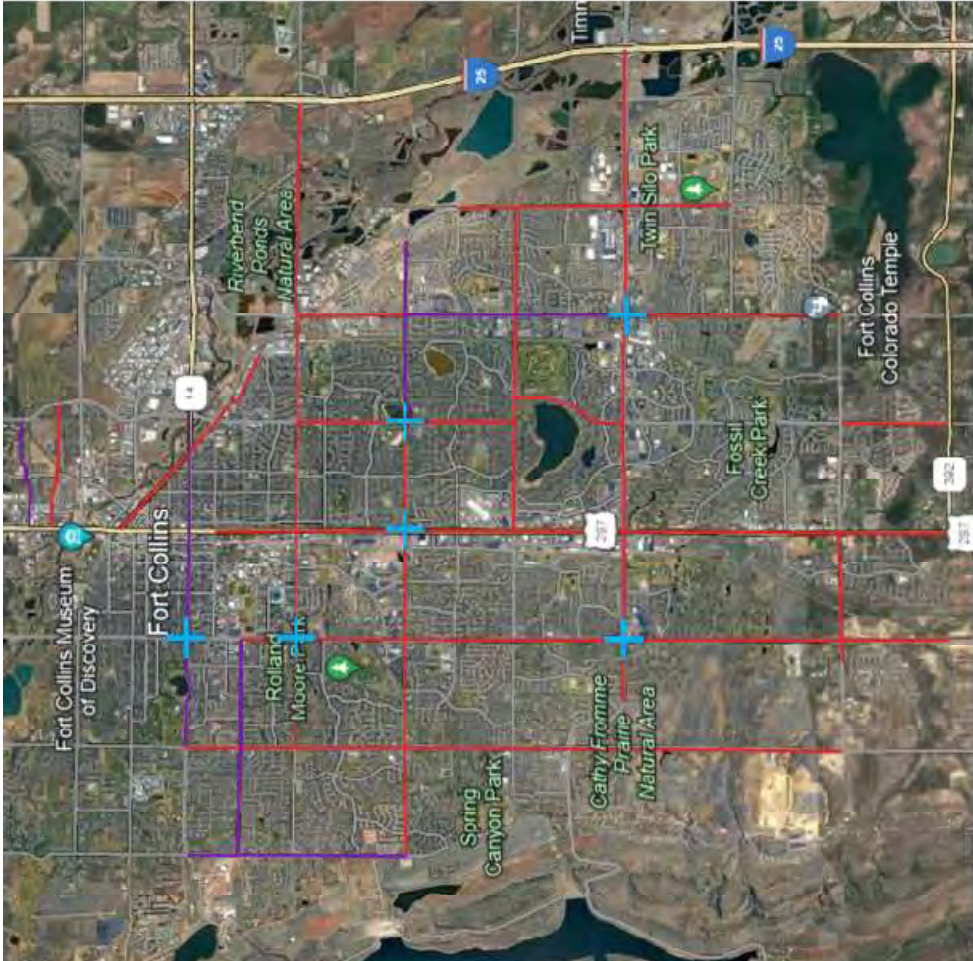




Appendix C

Road	From	To
Suntiga Road	College Ave	Lemay Ave
Riverside Drive	College Ave	Pitkin St
Prospect Road	Taft Hill Road	I25
Drake Road	Overland Tr	Lemay Ave
Horsetooth Road	College Ave	Ziegler Rd
Harmony Road	Chokecherry Tr	I25
Tribby Road	Wainwright Dr	College Ave/287
Taft Hill Road	Mulberry St	Tribby St
Shields	Elizabeth St	Carpenter Rd
College Ave/HWY 287	Laurel St	Carpenter Rd
Lemay Avenue	Prospect Rd	Tribby Rd
Timberline Road	Prospect Rd	Drake Rd
Timberline Road	Harmony Rd	Tribby Rd
Ziegler Road	William Neal Pkwy	Kechter Rd
Conifer Street	College Ave	Lemay Ave
Mulberry Street	Taft Hill Rd	12th St
Stuart Street	College Avenue	Lemay Avenue
Elizabeth Street	Overland Tr	Shields Rd
Drake Road	Lemay Ave	Miles House Ave
Overland Trail	Mulberry St	Drake Rd
Timberline Road	Drake Rd	Harmony Rd

Intersection	Directions
Mulberry and Shields	North and South
Prospect and Shields	North and South
Harmony and Shields	North and South
Drake and College	North and South
Drake and Lemay	North and East
Harmony and Timberline	East and West





May 28, 2024

# Traffic Safety Initiative

## Jerrod Kinsman

Lieutenant, Police Services Special Operations Division

## Dawn Downs

Managing City Attorney

## Tyler Stamey

City Traffic Engineer

---

## Dylan Lewan

Analyst I, GIS, Information Technology

## Patty Netherton

City Clerk / Municipal Court Administrator



“Vision Zero” represents a commitment by the City of Fort Collins to work toward a total of zero fatal or serious-injury crashes on the City’s transportation network. Design, safety, and consideration of all modes of travel all play a part in this effort, and the City has included Vision Zero principles in long-range transportation plans.

- Given the costs and program approach, what is Council's feedback on what level of enforcement it would like to see staff pursue?
- What next steps would Council like to see?
- What feedback does Council have on timing of implementation and whether to move this initiative forward quickly or consider resources as part of 2025-2026 budget process?
- After covering the costs of the program, would Council like to see additional funds designated for enforcement, education, and engineering?



Address speed in Fort Collins, which is a key factor contributing to increases in injury/fatal crashes.



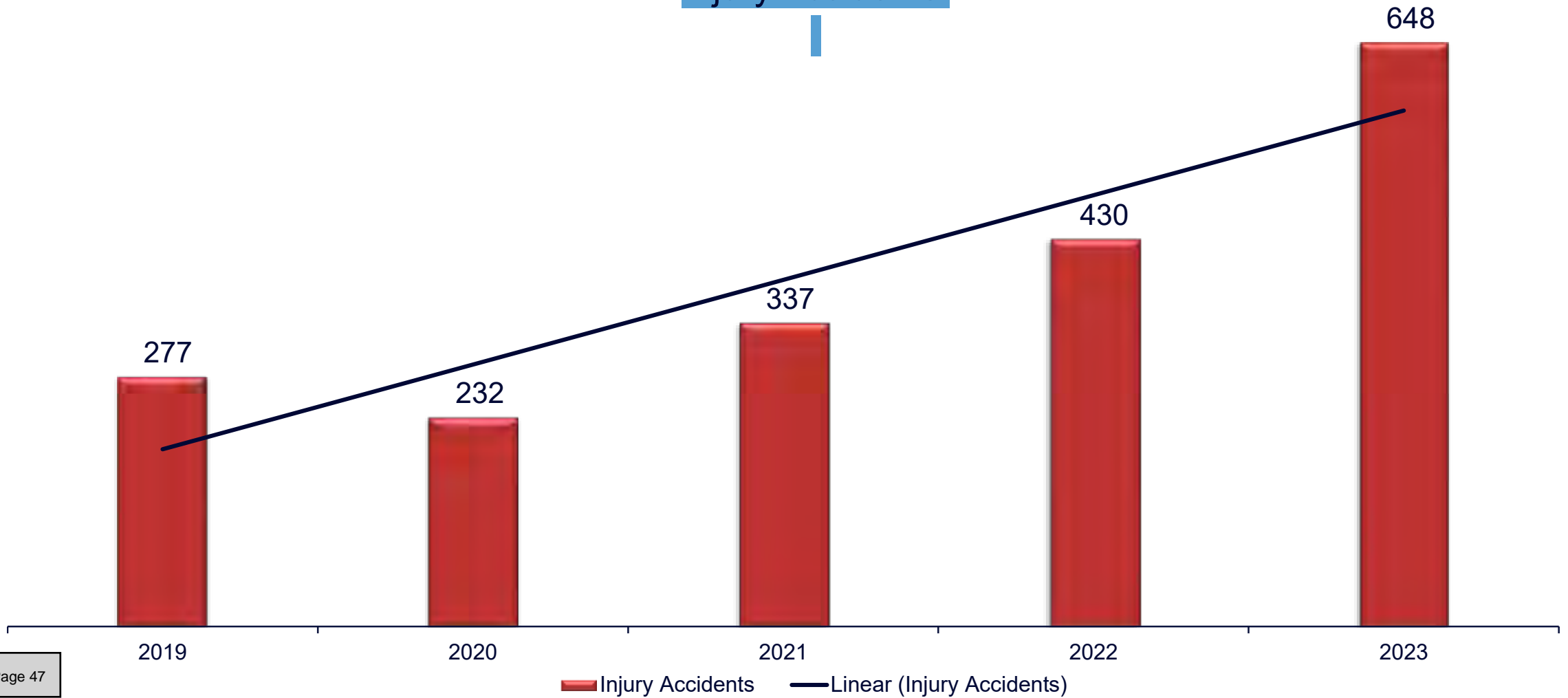
Update ordinance 1106 and 615 to reflect changes in State law.



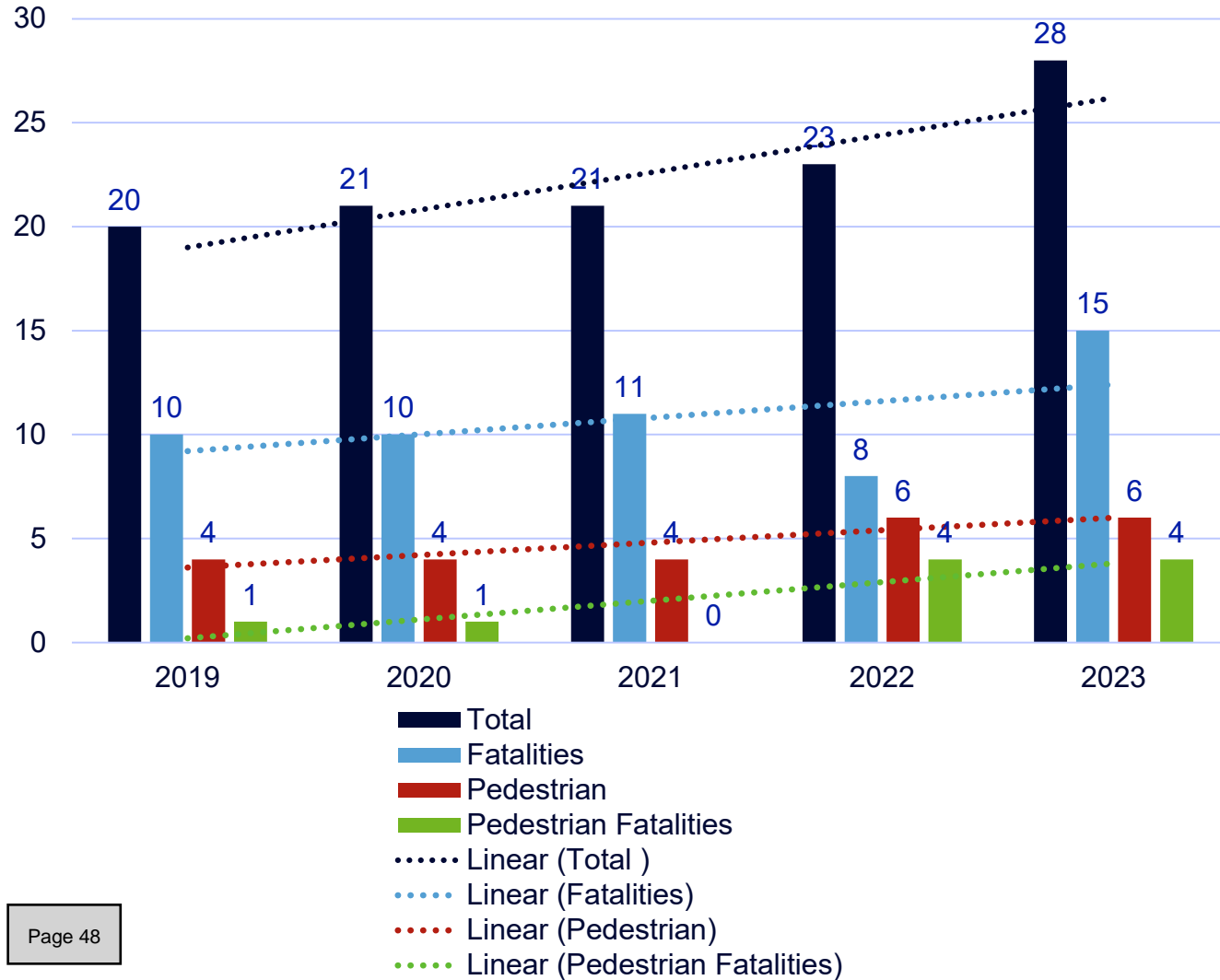
Provide options how to use funds to support additional traffic safety initiatives beyond enforcement alone.



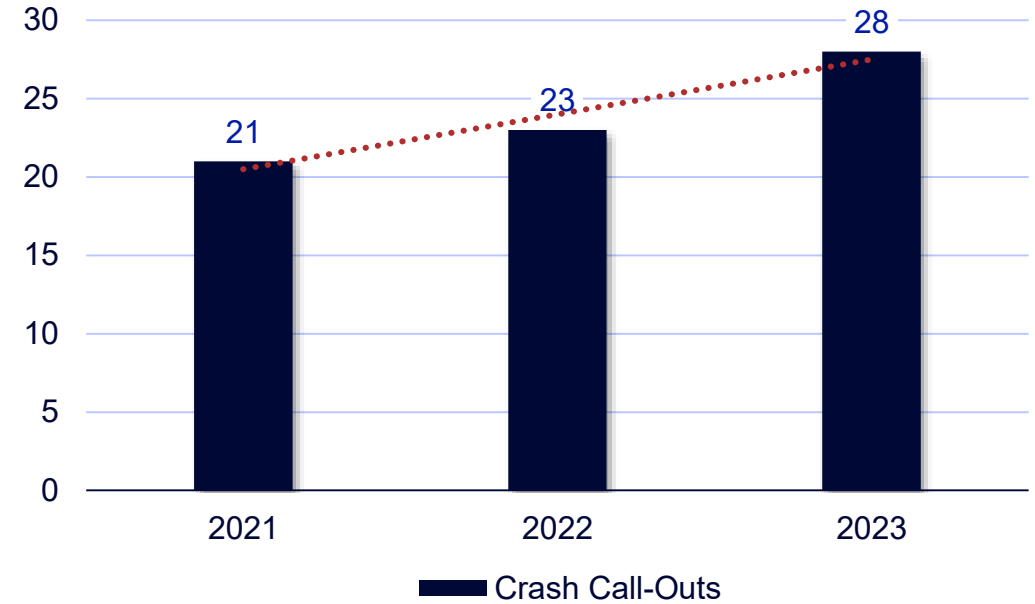
Injury Accidents



**Police CRASH Team Responses by Category**

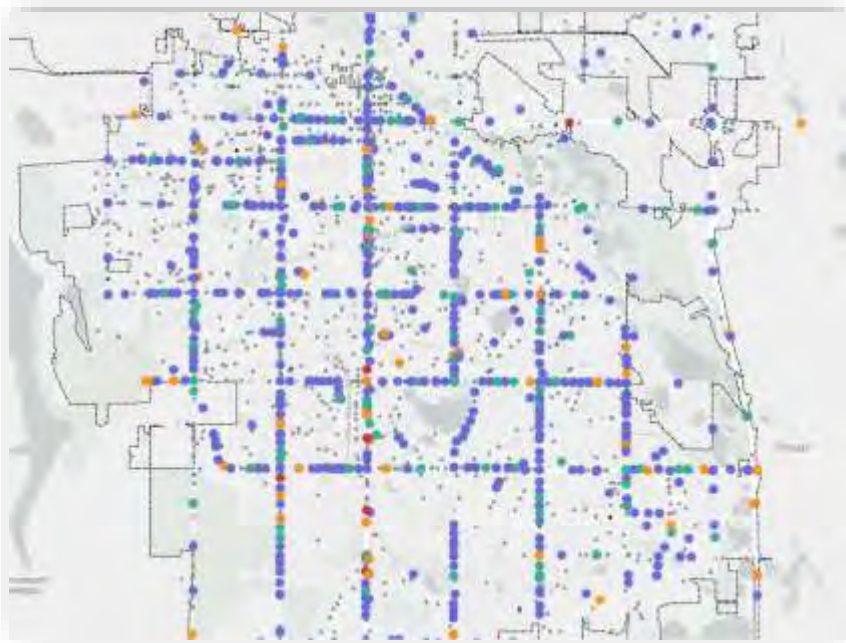


**CRASH Call-Outs**



**\$64K**

Police Overtime  
 Cost for CRASH  
 response in 2023

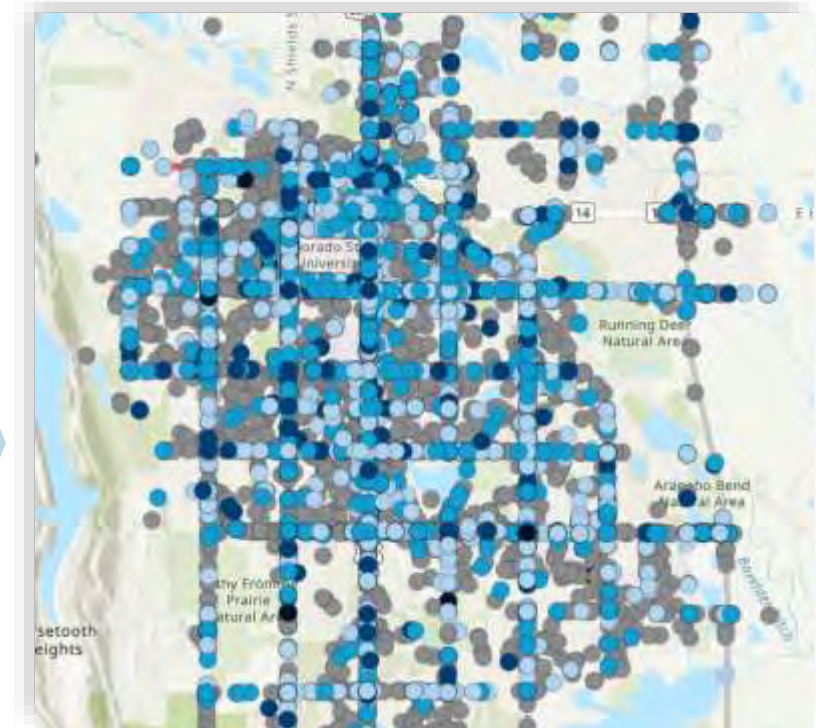


### Enforcement Dashboard

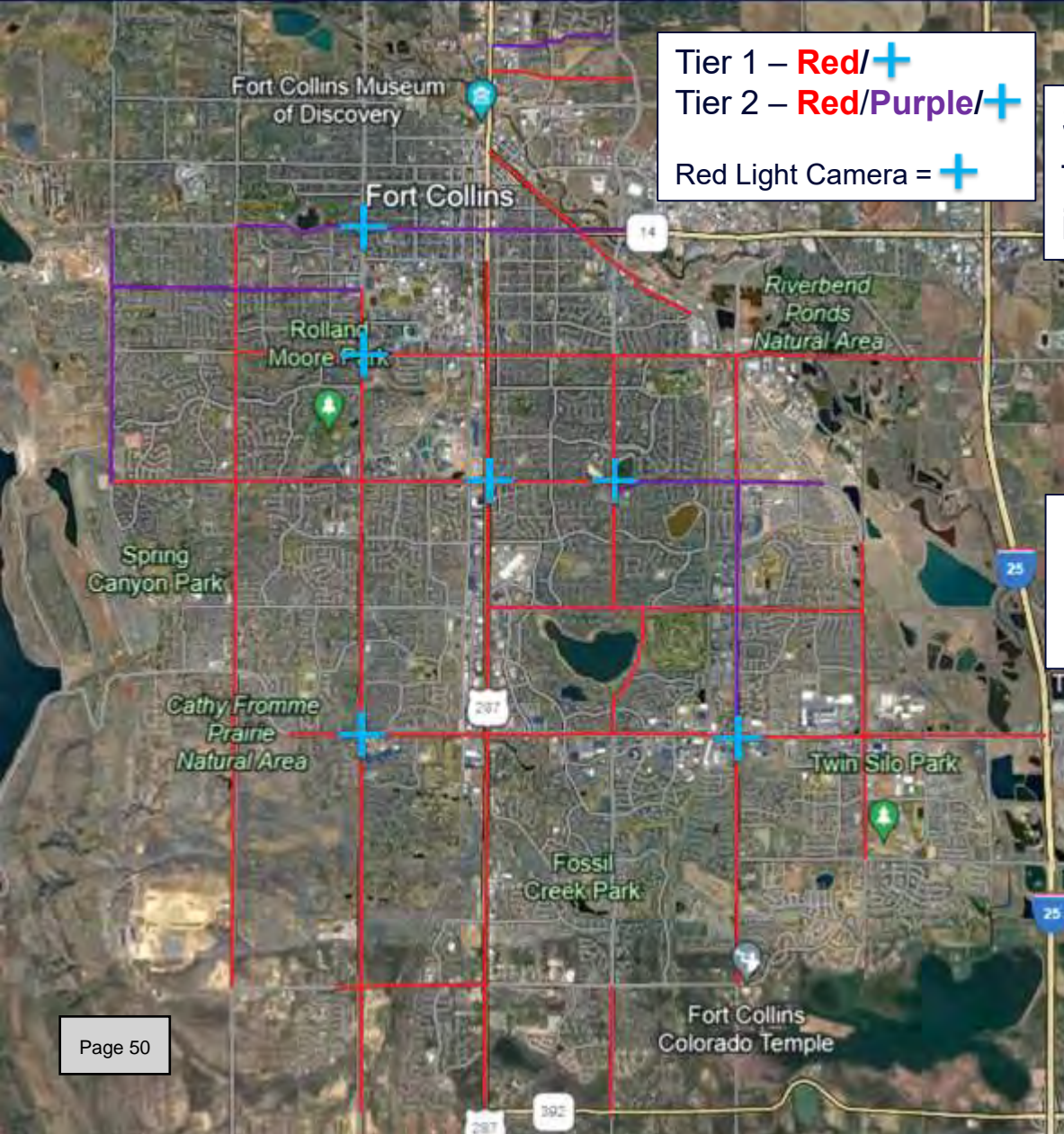
<https://www.arcgis.com/apps/dashboards/167ab8042352432083e188e1c7c320d3>

### Vision Zero Crash Dashboard

[Vision Zero Crash Dashboard \(arcgis.com\)](#)





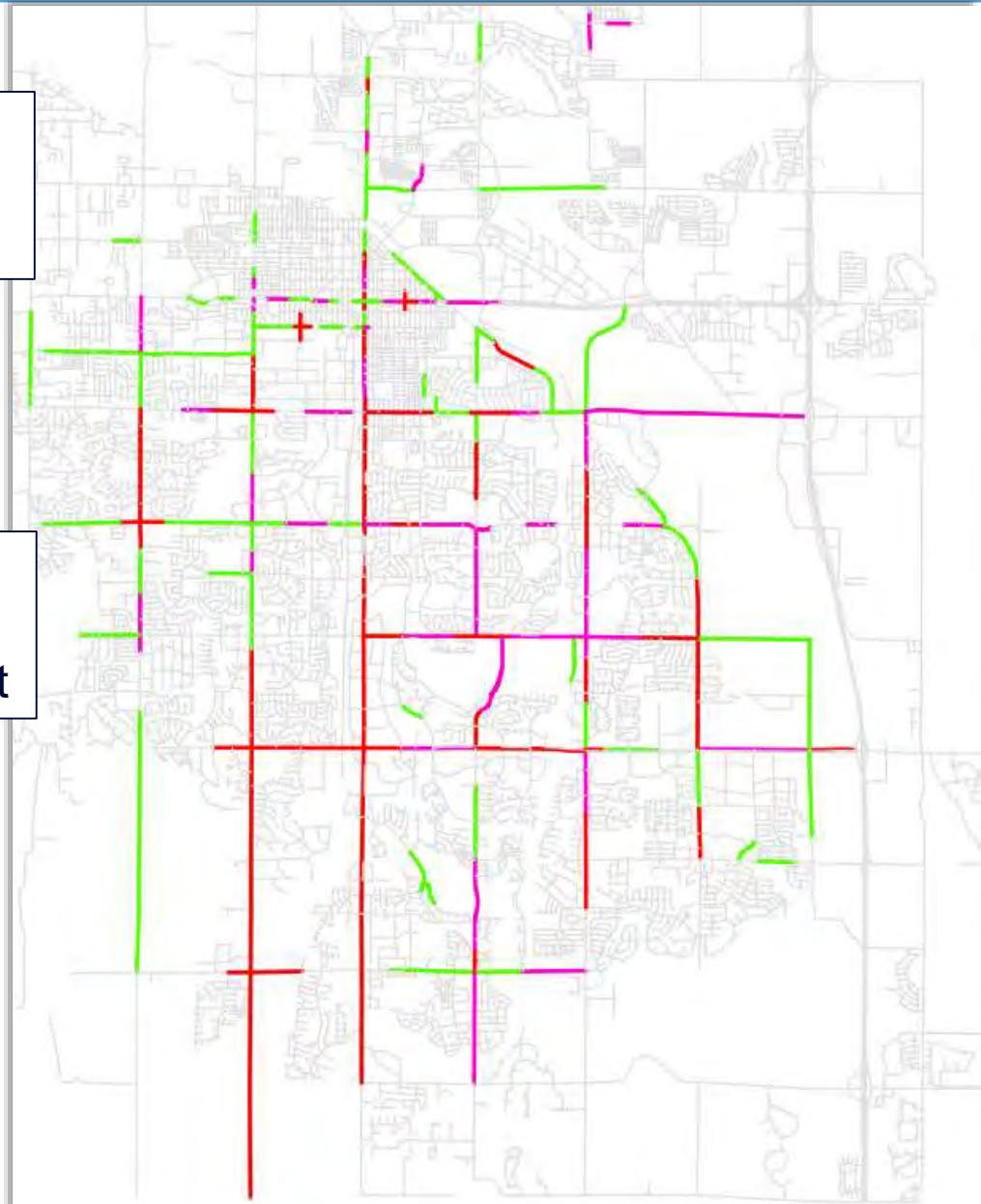
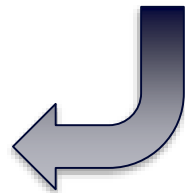


Tier 1 – Red/+  
Tier 2 – Red/Purple/+  
Red Light Camera = +

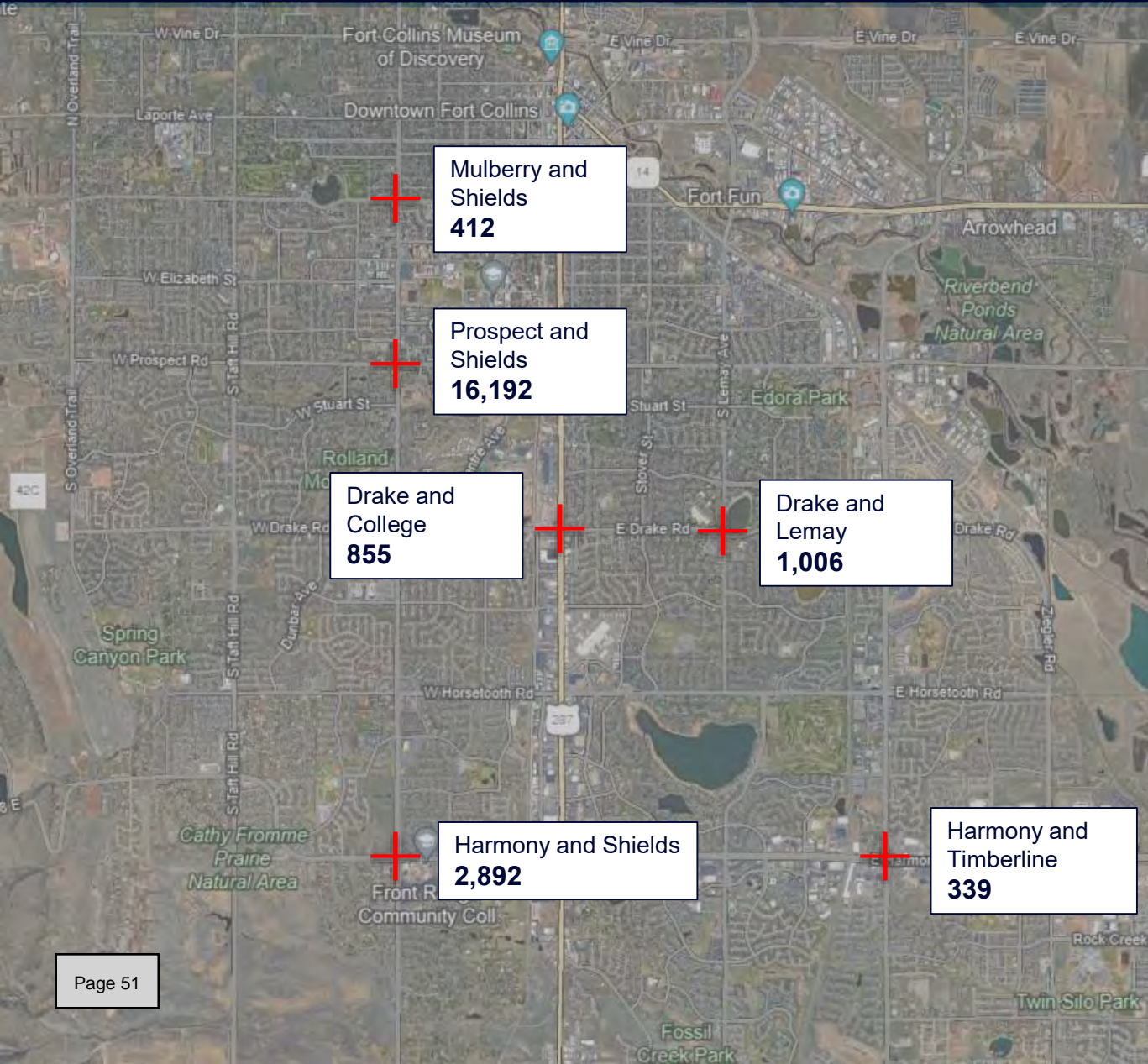
Suggested Map  
from Dashboard  
integration



Input from Traffic  
Safety Team and  
Police Traffic Unit







- Data reflects monthly average of red-light camera speed detections from 2019 to 2023.
- Drake/Lemay and Harmony/Shields are newer (fall of 2023) and only reflect monthly average from 2024.

Speeding  
11+ MPH



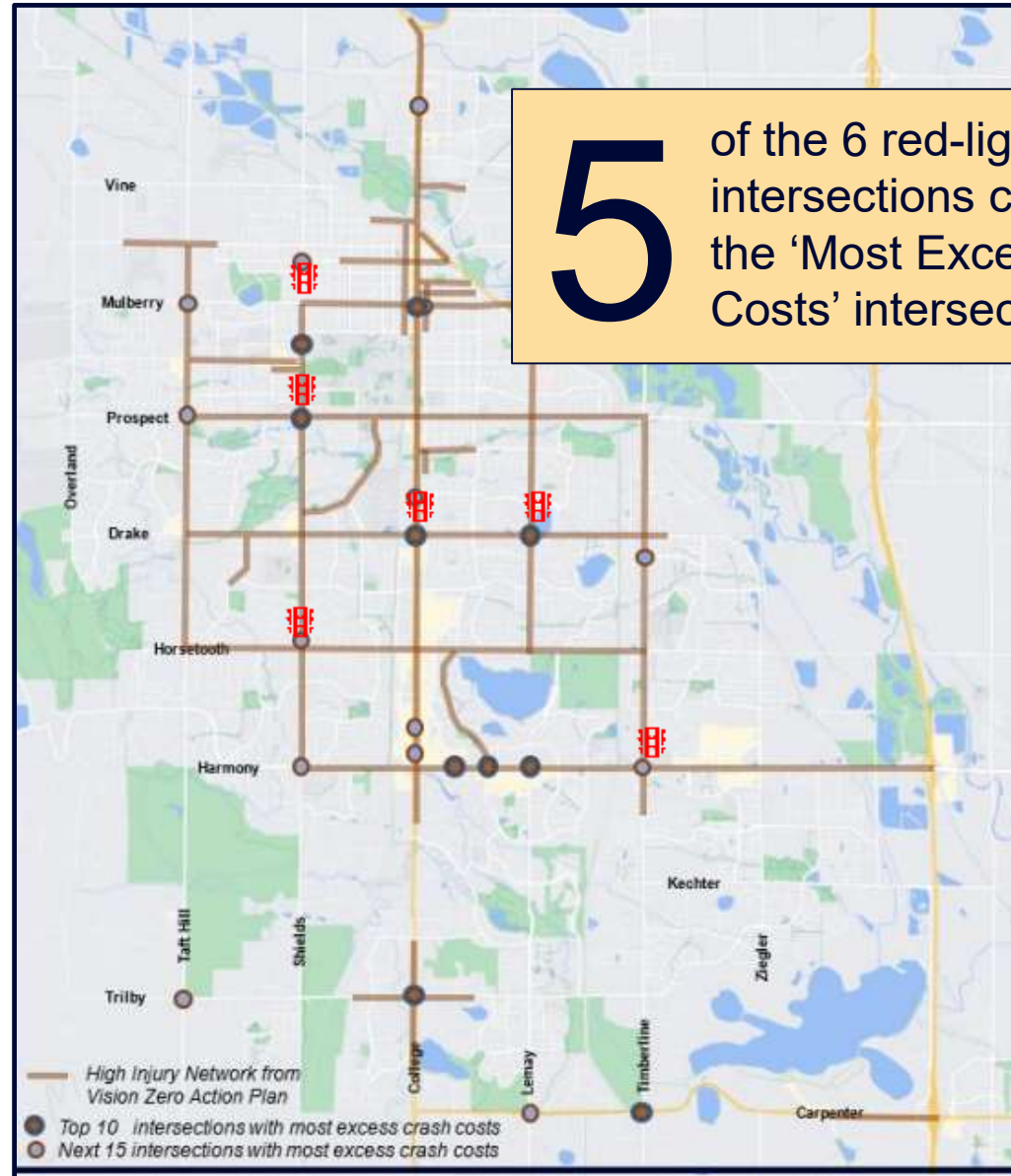
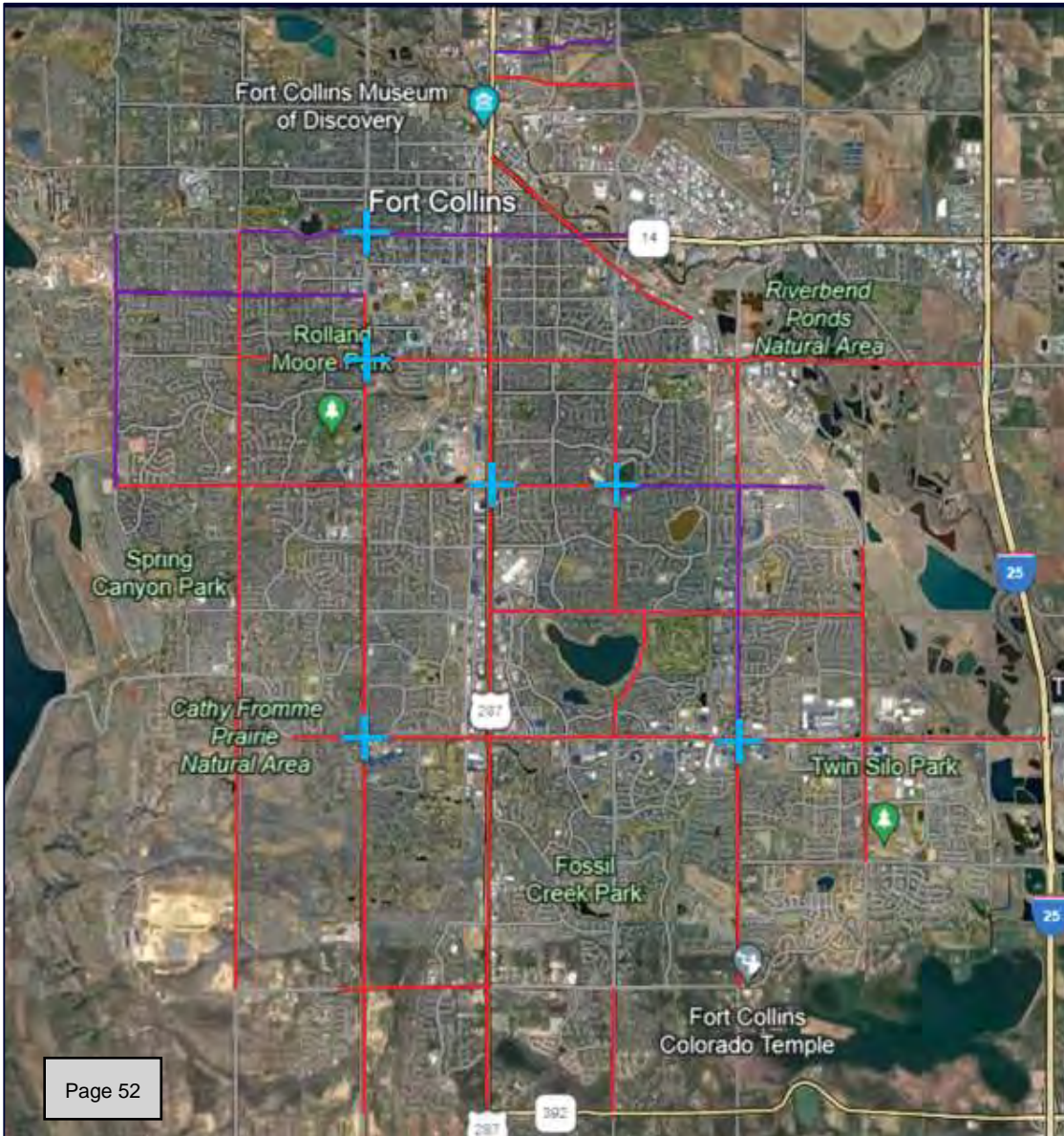
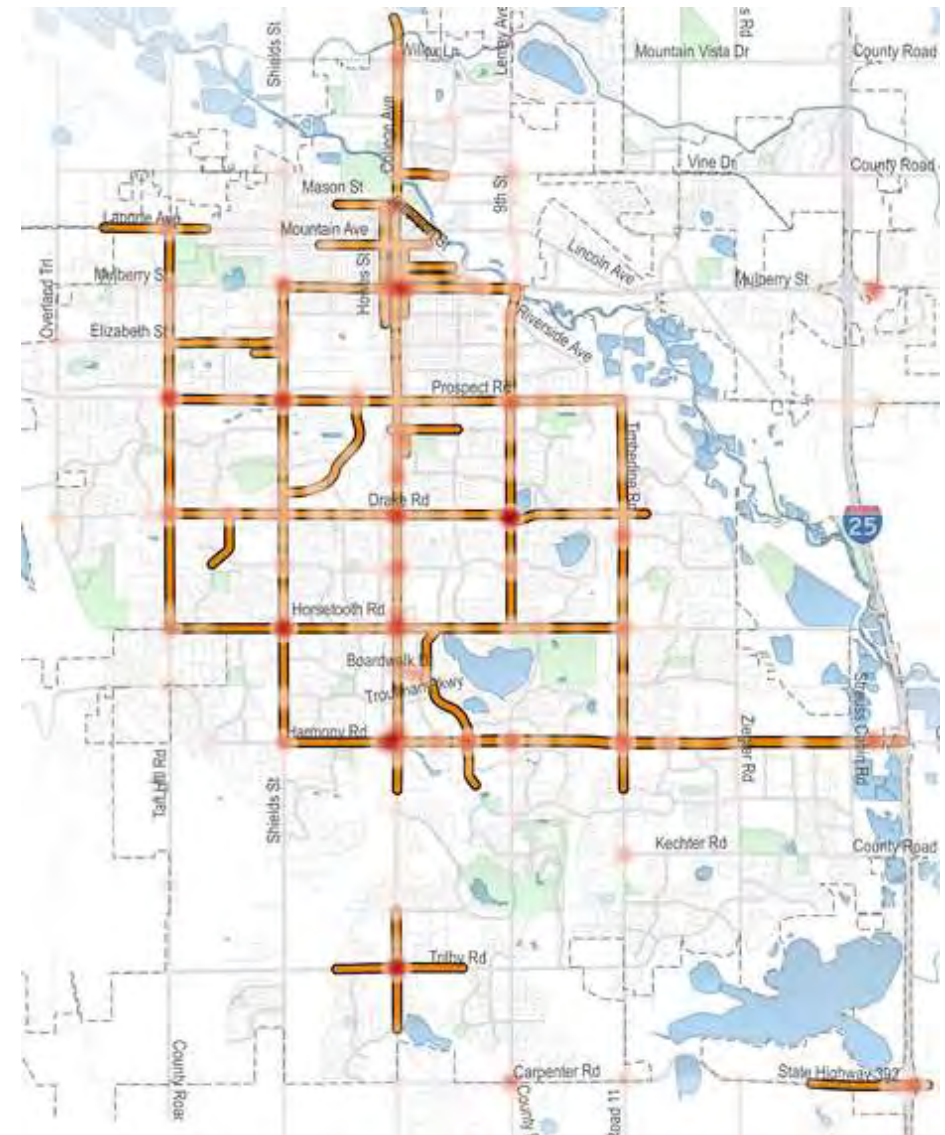
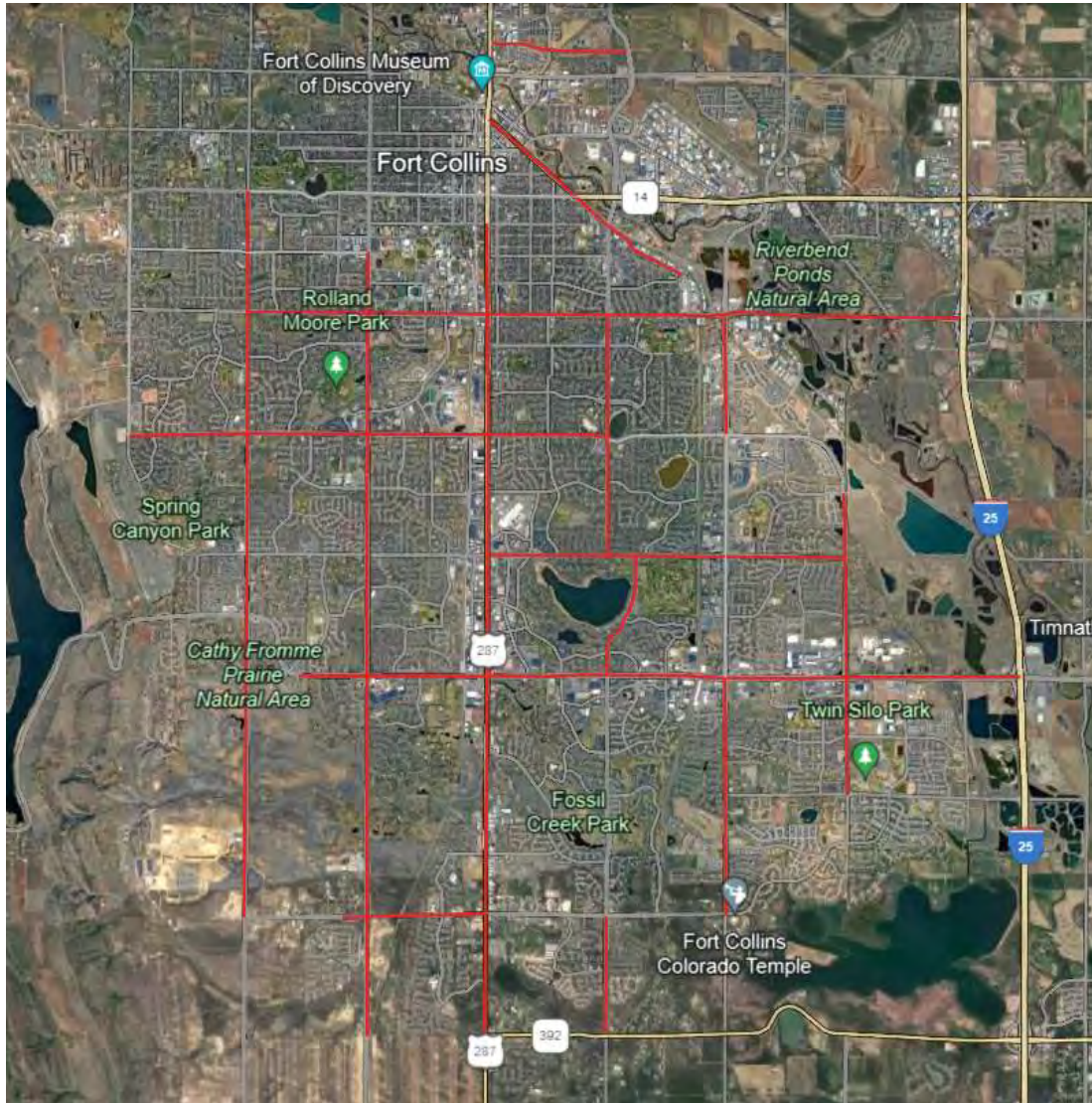


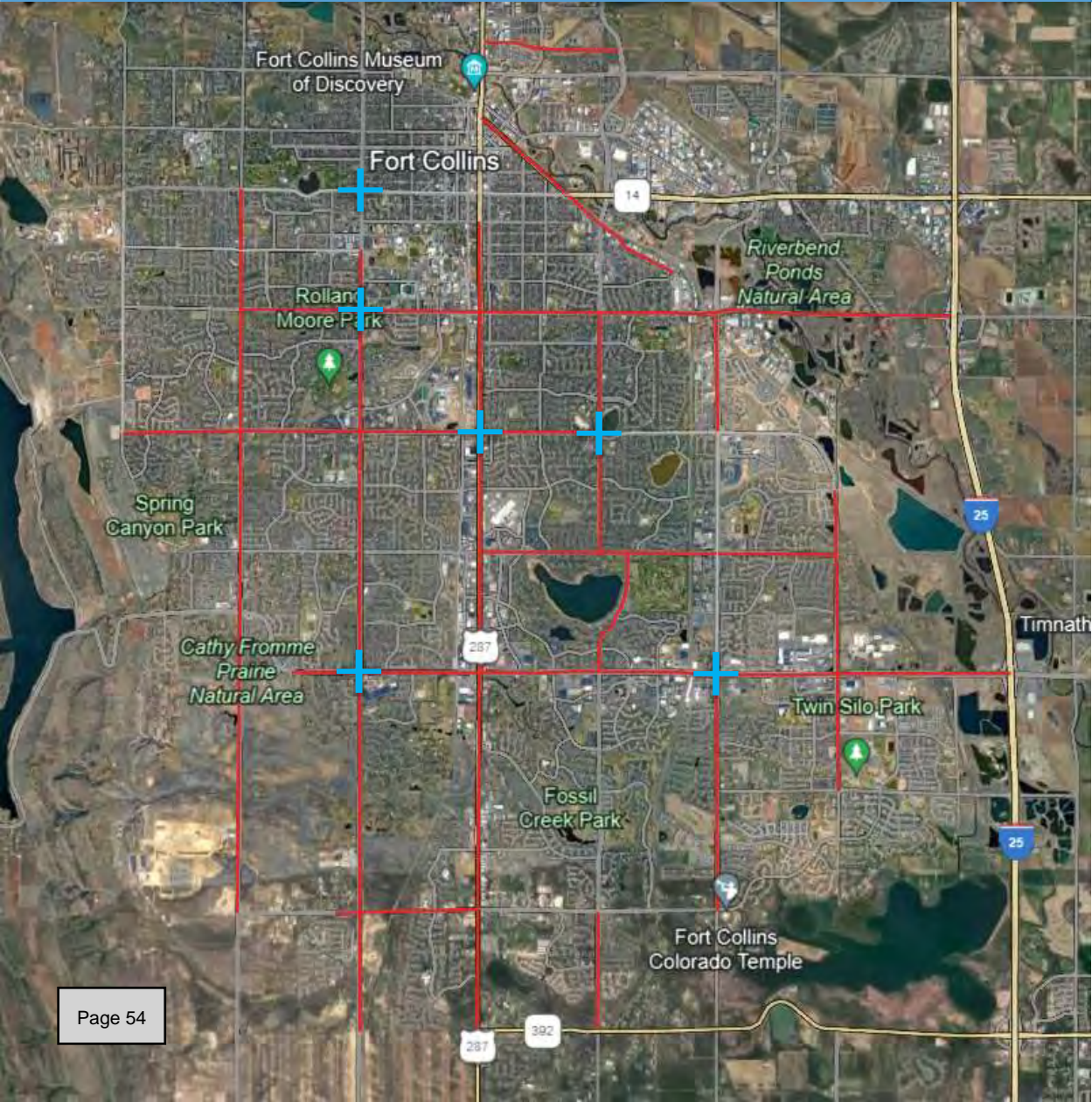
Figure 50. Top 25 Intersections With Most Excess Crash Costs (2020-2022)





Vision Zero HIN correlates to recommended speed corridors



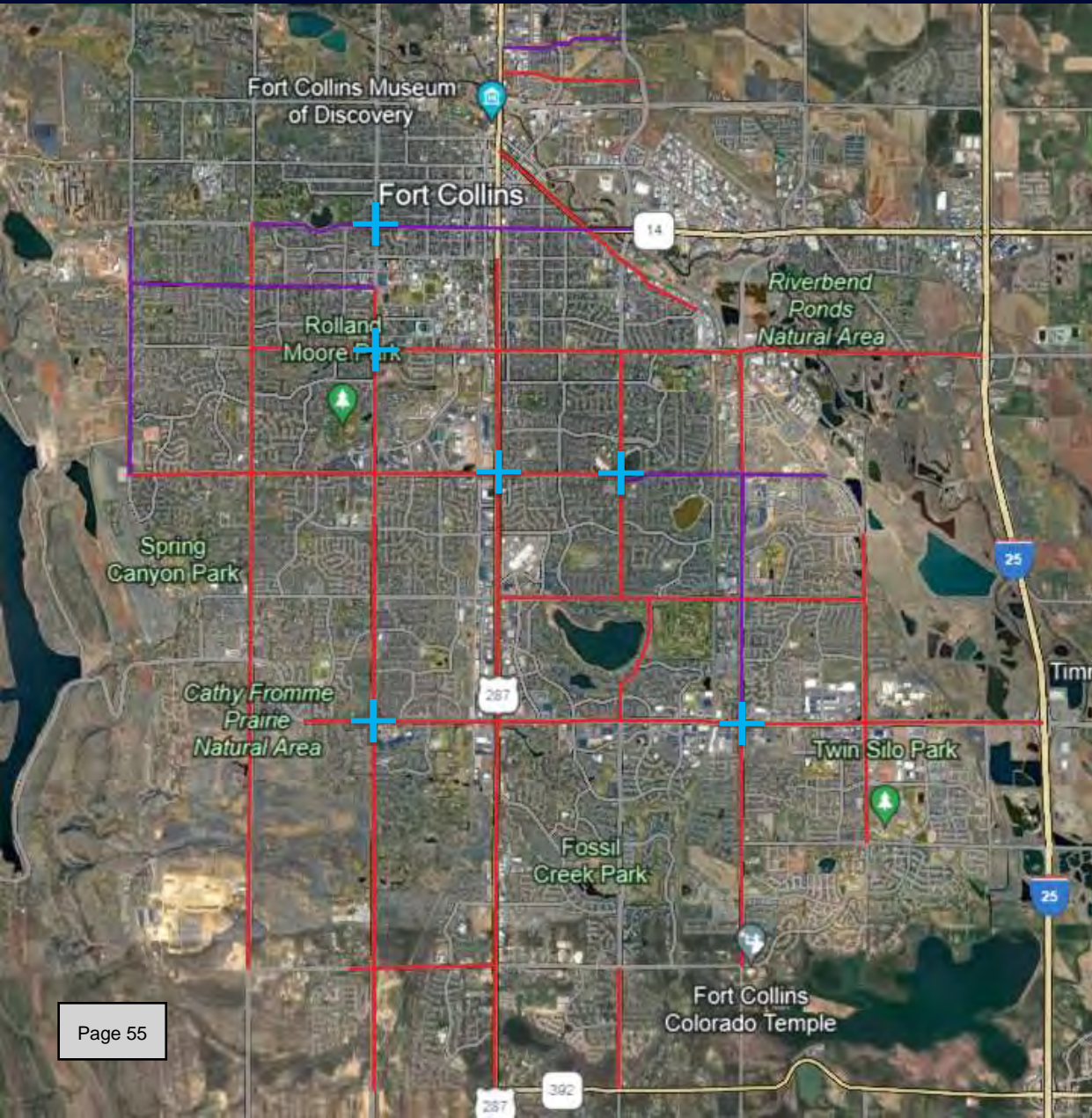


<i>Road</i>	<i>From</i>	<i>To</i>
Suniga Road	College Ave	Lemay Ave
Riverside Drive	College Ave	Pitkin St
Prospect Road	Taft Hill Road	I25
Drake Road	Overland Tr	Lemay Ave
Horsetooth Road	College Ave	Ziegler Rd
Harmony Road	Chokecherry Tr	I25
Trilby Road	Wainwright Dr	College Ave/287
Taft Hill Road	Mulberry St	Trilby St
Shields Street	Elizabeth St	Carpenter Rd
College Ave/HWY 287	Laurel St	Carpenter Rd
Lemay Avenue	Prospect Rd	Trilby Rd
Timberline Road	Prospect Rd	Drake Rd
Timberline Road	Harmony Rd	Trilby Rd
Ziegler Road	William Neal Pkwy	Kechter Rd

<i>Intersection (+300 feet)</i>	<i>Directions</i>
Mulberry and Shields	West and East
Prospect and Shields	North and South
Harmony and Shields	North and South
Drake and College	North and South
Drake and Lemay	North and East
Harmony and Timberline	East and West



# Proposed Tier 2 Corridors (Additional Roadways Labeled in Purple)



Road	From	To
Suniga Road	College Ave	Lemay Ave
Riverside Drive	College Ave	Pitkin St
Prospect Road	Taft Hill Road	I25
Drake Road	Overland Tr	Lemay Ave
Horsetooth Road	College Ave	Ziegler Rd
Harmony Road	Chokecherry Tr	I25
Trilby Road	Wainwright Dr	College Ave/287
Taft Hill Road	Mulberry St	Trilby St
Shields Street	Elizabeth St	Carpenter Rd
College Ave/HWY 287	Laurel St	Carpenter Rd
Lemay Avenue	Prospect Rd	Trilby Rd
Timberline Road	Prospect Rd	Drake Rd
Timberline Road	Harmony Rd	Trilby Rd
Ziegler Road	William Neal Pkwy	Kechter Rd
Conifer Street	College Ave	Lemay Ave
Mulberry Street	Taft Hill Rd	12 <sup>th</sup> St
Stuart Street	College Avenue	Lemay Avenue
Elizabeth Street	Overland Tr	Shields St
Drake Road	Lemay Ave	Miles House Ave
Overland Trail	Mulberry St	Drake Rd
Timberline Road	Drake Rd	Harmony Rd

Intersection (+300 feet)	Directions
Mulberry and Shields	West and East
Prospect and Shields	North and South
Harmony and Shields	North and South
Drake and College	North and South
Drake and Lemay	North and East
Harmony and Timberline	East and West





Transportable solution system called NK7. This is the same system used for camera radar vans. The system would capture:

- driver image
- plate image
- 2 scene images
- 12 second video



### Speed Safety Cameras

Speed safety cameras are an effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education to reduce motorist speeding. Speed safety cameras use measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold. State law restricts the use of speed cameras in Colorado.



Current red-light cameras would have speed function activated to detect and issue citations for drivers traveling 11+ MPH through intersection.





Photo is taken of violation, vehicle and driver.



Vendor verifies violation and mails notice of civil penalty to registered owner.



Municipal Court receives a list of civil penalty notices mailed and violator either pays City online or proceeds through Court process.



Court process includes Prosecutors response to motions, review of discovery and evidence, and conducting hearings and trials in Court.





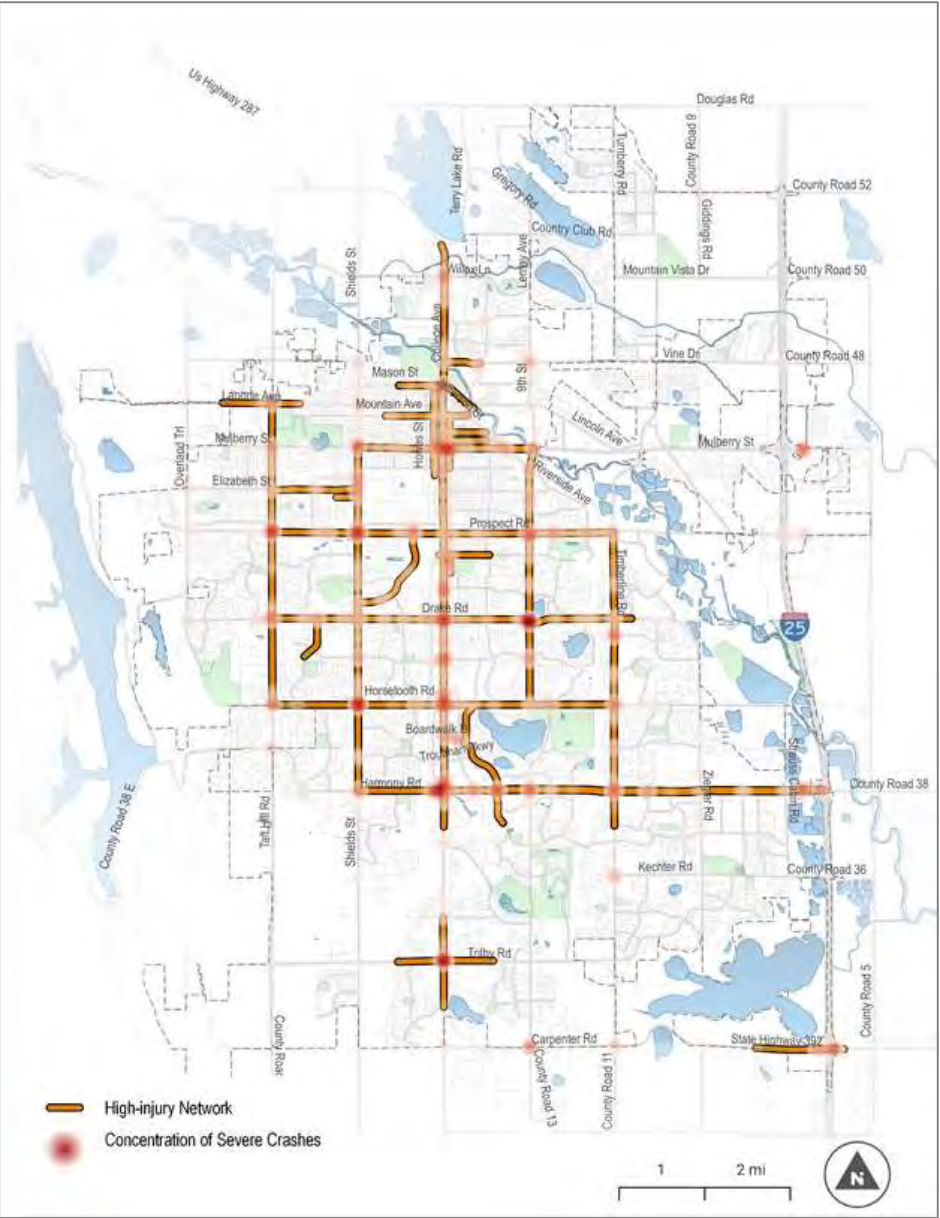
**Center Equity**

*A Vision Zero initiative is successful when everyone is safe using Fort Collins' streets. An equitable Vision Zero process helps ensure improvement projects and programs reduce harm without increasing the burden on historically underserved communities.*

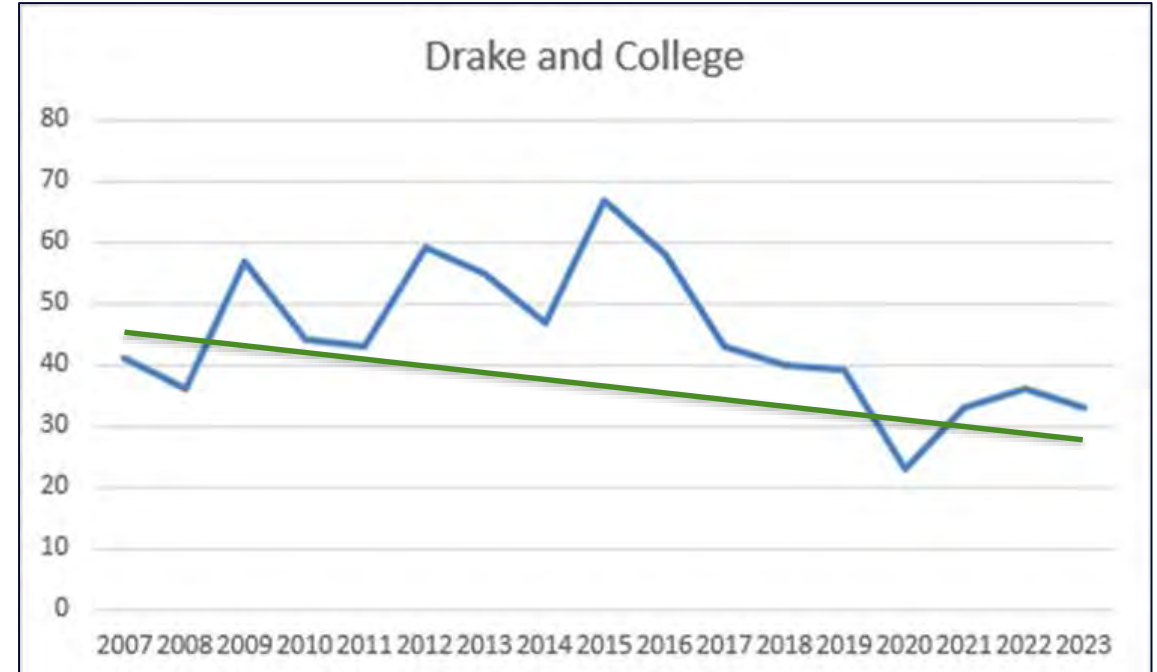
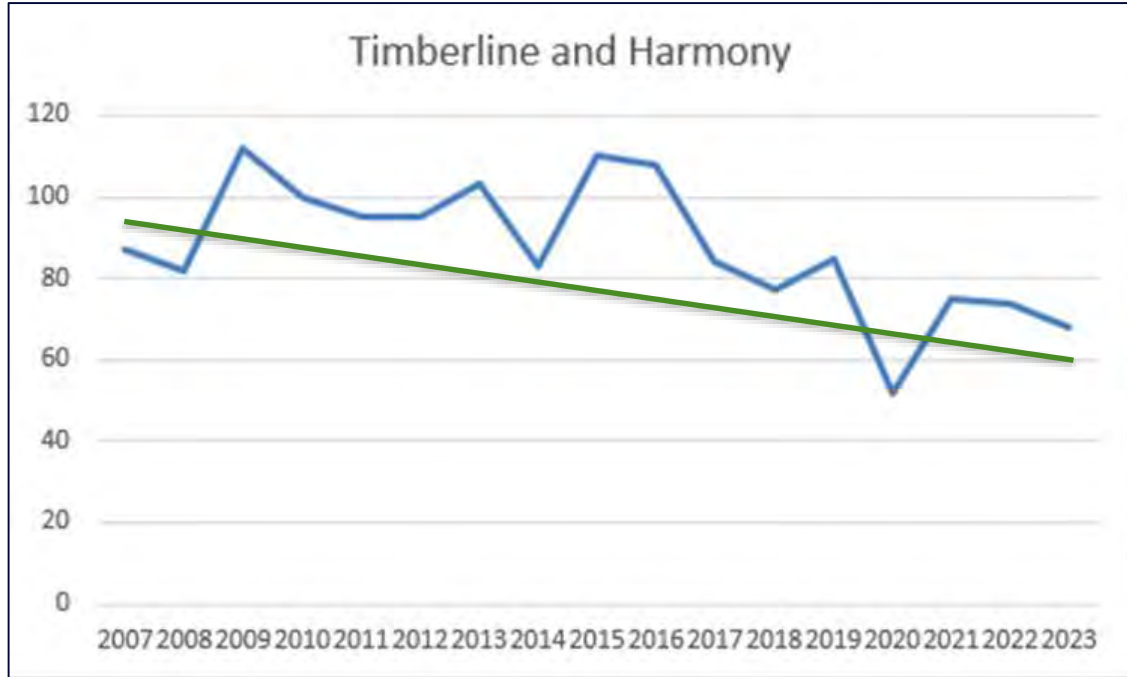
**Increase Data Transparency and Partnerships**

*Improving the accuracy, timeliness, and quality of crash data helps planners, engineers, and policymakers make better decisions about resource allocation and facility design. Data on the locations of severe crashes will help in prioritizing, implementing, and evaluating projects that support Vision Zero.*

AVIS is indiscriminate, it does not differentiate between one person to the next. Data supports the need for additional layers of speed safety cameras along designated corridors.



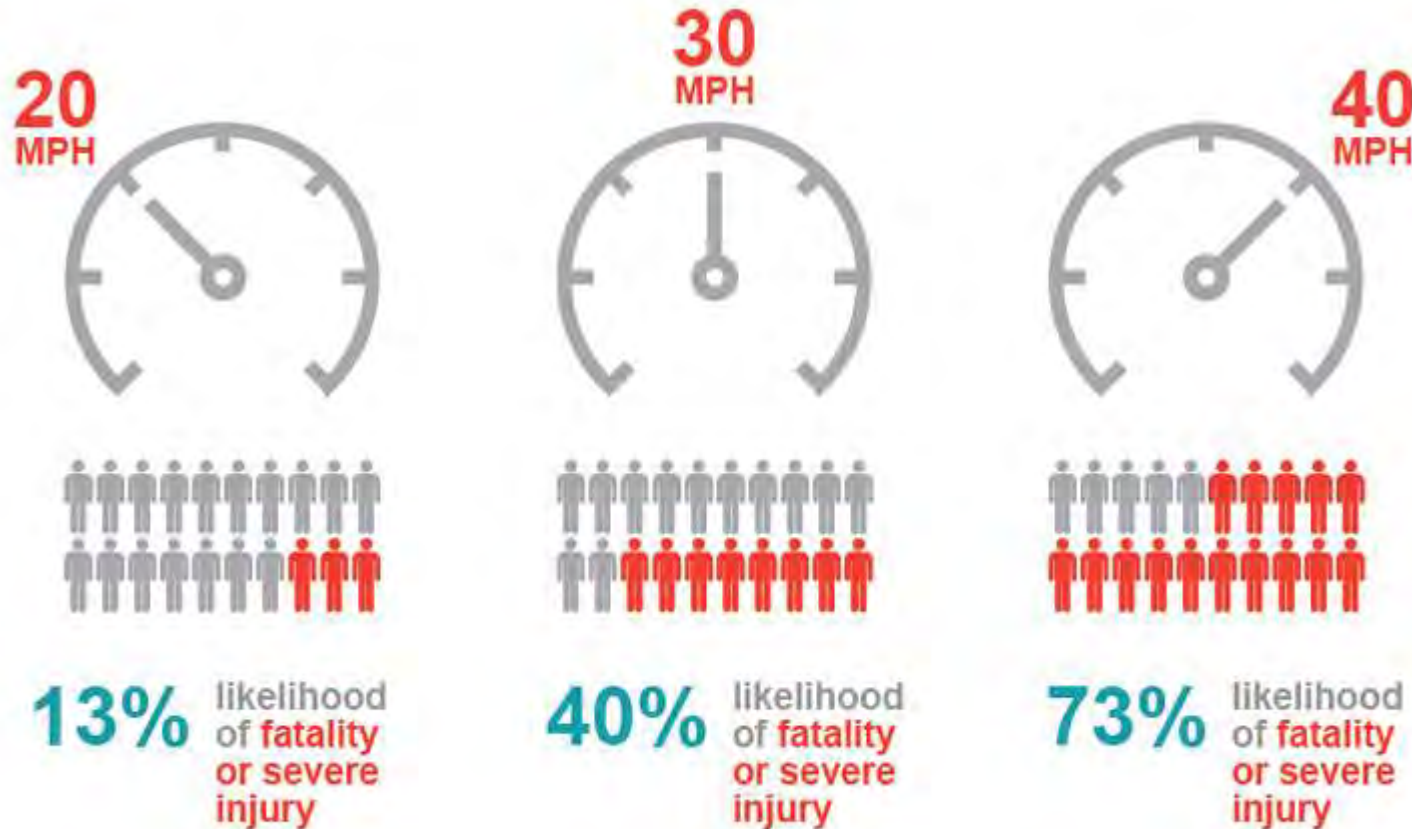




— Trend Line

Crashes at Red-light Camera Intersections

- Red-light intersections have proven downward trend in crashes at intersections.
- Speeding mid-block to between lights contributes to serious crashes at intersections.

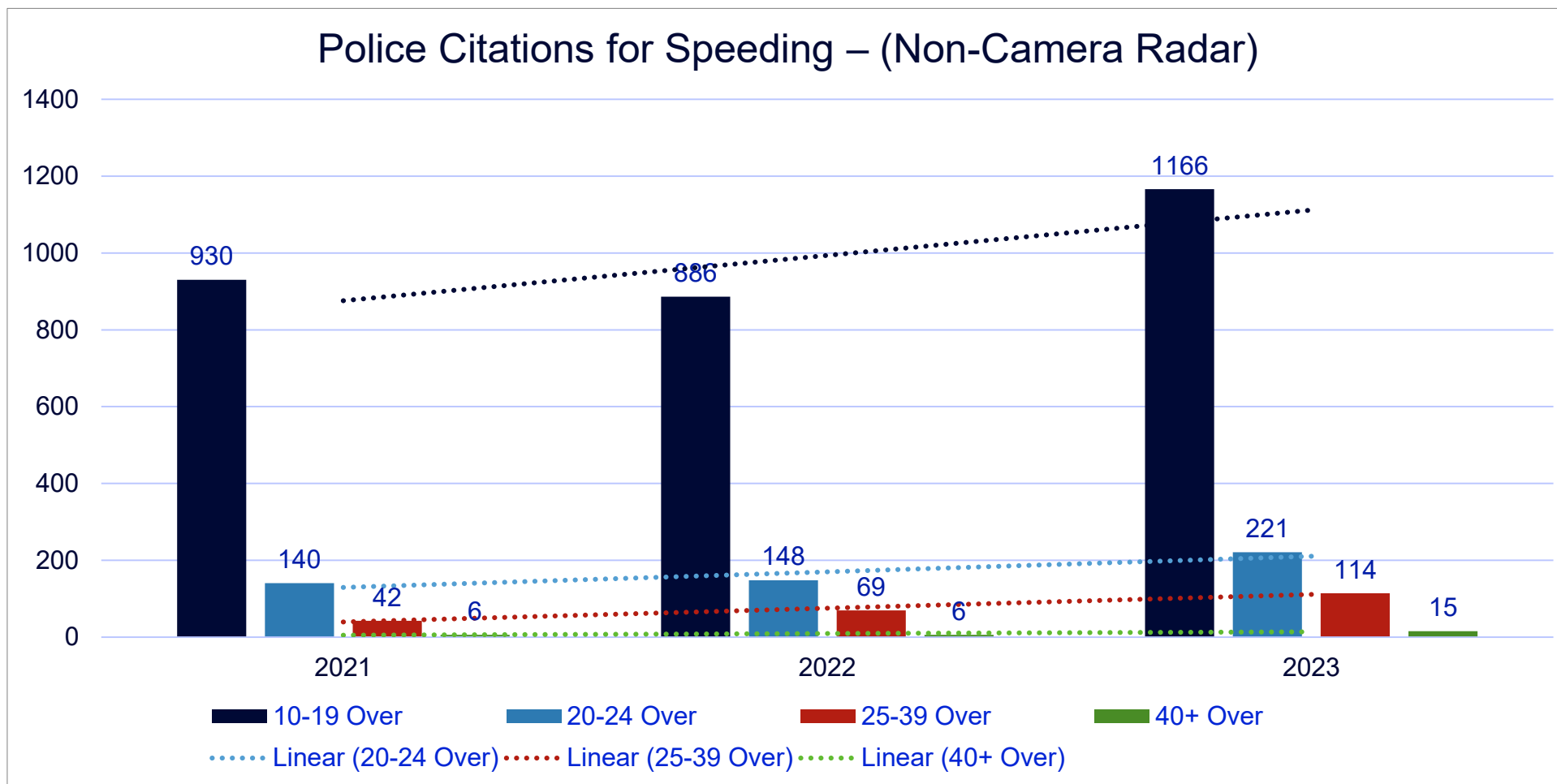


**Actionable strategies should:**

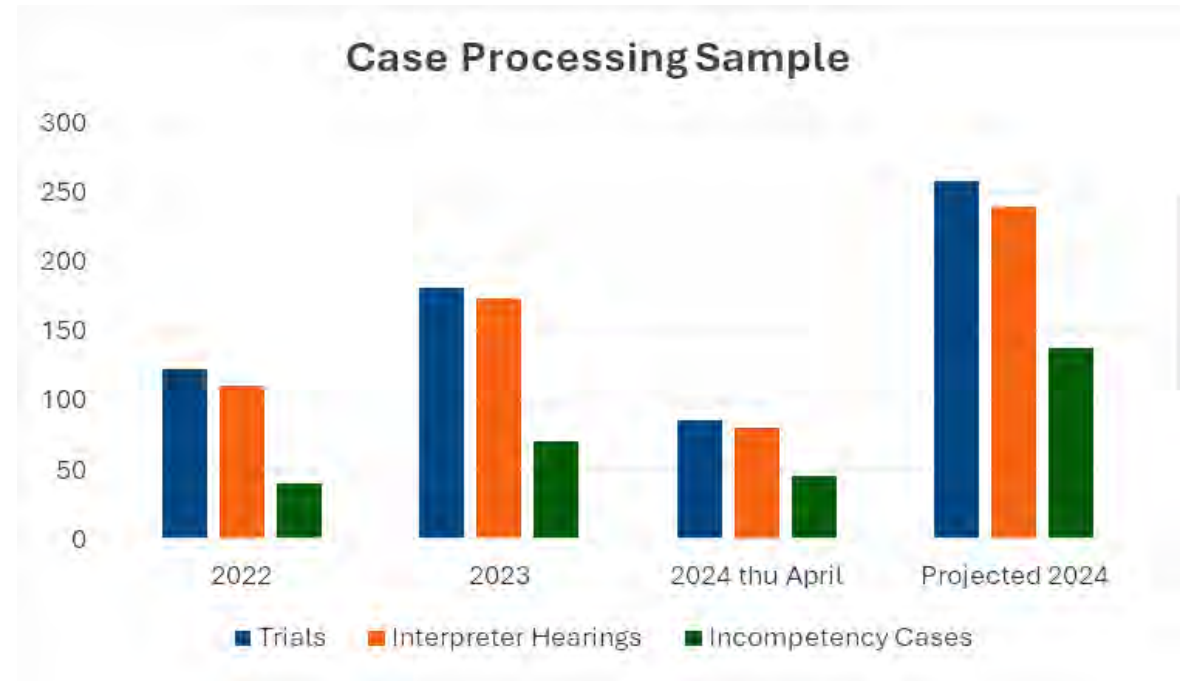
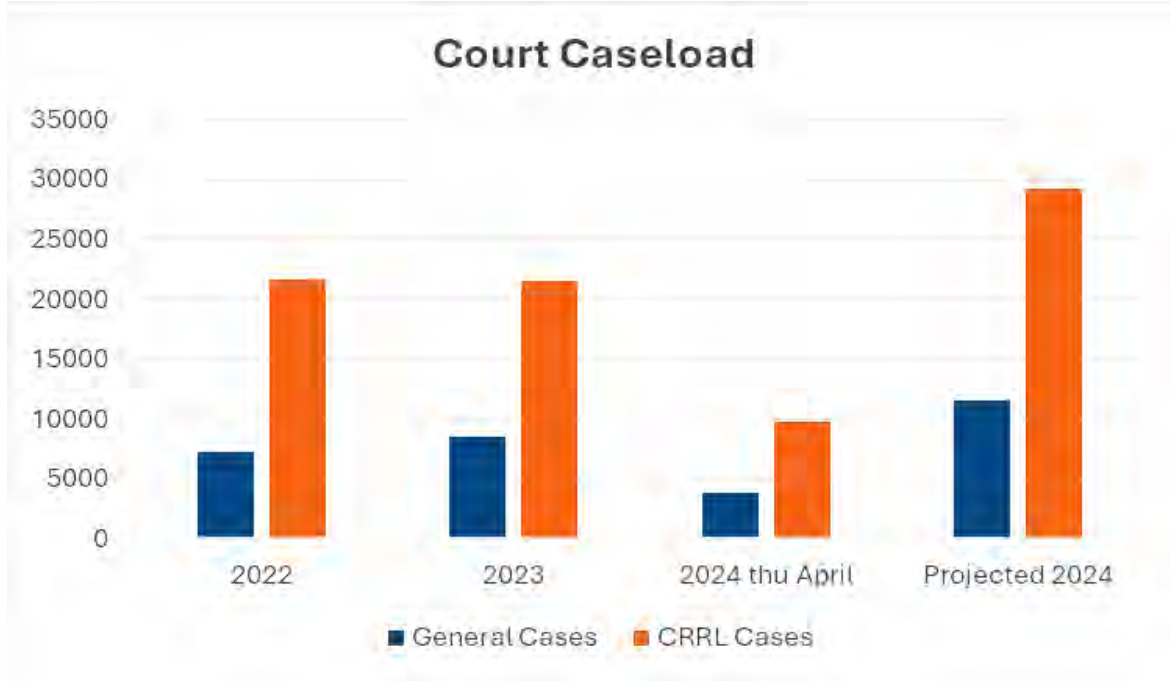
- Prioritize roadway design
- Focus on speed management
- Utilize impactful education strategies
- Ensure enforcement is equitable.

Source: Tefft, B.C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report)*. Washington, D.C.:

Application for Traffic Safety.



Citations from traffic stops officers have made. Involves larger fines, points assessed and/or required court appearances.



- In 2024, the Court’s general caseload has increased by almost 1,300 cases, an average of 33% in the first 4 months of the year.
- Prosecution hourly increase per week to keep up with enforcement increase 42-60 hours a week.
- RLCR increase has also impacted CAO and Court staffing that were not previously resourced from RLCR funding.

**Pending Off-cycle 2024 Enforcement Staffing Requests**

- (1) full-time municipal court clerks - \$70,000
- (1) One City Attorney and (1) Legal Assistant \$232,000

Total personnel cost **\$302,000**



**Personnel Requests for Speed Corridors**

- (2) Full-time Municipal Court Clerks - \$154,000
- (1) Prosecutor and (1) Legal Assistant \$232,000
- (1) Data Analyst \$112,000
- (1) Vision Zero Coordinator \$126,000

Total Personnel Cost: **\$624,000**

- Municipal Court Clerks are based on a case load of 15,000 per year for each clerk.
- Prosecution staffing is based on the % of cases that go through the court process (motions, court appearances, and trial).

**Municipal Court AVIS Citations**

(YTD = Jan-Apr)	2023 YTD	2024 YTD	YTD % Change
Citations Issued	4522	7872	+42%
Citations Disposed	4223	7162	+42%
Dismissals	350	677	+48%
Trials Scheduled	44	88	+50%
Motions Filed	144	320	+55%
Cases Served by VM	270	292	+8%

Projected 2024 Total	Projected Increase with Corridors
30,000	40,000
	133% Increase

Red-light and Camera Radar cases year to date and projected with Corridor.

Proposed Automated Vehicle Identification System (AVIS) Financials – w/ FTEs and Corridors

	2021	2022	2023	2024	2025	2026
Current AVIS Revenue	\$1,211,000	\$1,164,000	\$1,150,000	\$1,604,000	\$1,888,000	\$1,944,000
Current AVIS Expenses	\$882,000	\$960,000	\$1,541,000	\$1,899,000	\$1,965,000	\$2,034,000
Proposed FTE Expenses (Corridors)	-	-	-	\$175,000 Additional FTEs (Court/CAO/PDT)	\$626,000	\$649,000
Additional FTE for Enforcement Caseload (Court/CAO only)	-	-	-	\$152,000	\$305,000	\$316,000
Additional Corridor Revenue	-	-	-	\$2,166,000	\$3,293,000	\$3,408,000
Additional Corridor Expense	-	-	-	\$329,000	\$564,000	\$571,000
Traffic Safety Fund Balance	\$1,163,000	\$1,367,000	\$976,000	\$2,191,000	\$4,064,000	\$6,151,000

Current Personnel Need

- Adopt all red-light camera intersection locations as corridors.
- Adopt speed corridors on suggested roadways (Tier 1 or 2) based on data.
- Update ordinance 1106 and 615 to reflect changes in law.
- Add two transportable Automated Vehicle Identification System (AVIS) units for speed enforcement in corridors, school zones, construction zones, residential areas, and roads adjacent to parks in accordance with State statute.
- Recommend funds to support additional personnel for traffic safety in Municipal Court, the City Attorney's Office, and PDT.
- Recommend surplus funds to support additional traffic safety initiatives, projects, equipment and services throughout all City departments in support of Vision Zero.
- Provide bi-annual updates to Council on the performance of the adopted speed corridors and adjust based on data and direction from Council.
- Police Services to establish a citywide multidisciplinary steering committee to meet and discuss priorities for traffic safety funds, management and process for requesting funds.

- Given the costs and program approach, what is Council's feedback on what level of enforcement it would like to see staff pursue?
- What next steps would Council like to see?
- What feedback does Council have on timing of implementation and whether to move this initiative forward quickly or consider resources as part of 2025-2026 budget process?
- After covering the costs of the program, would Council like to see additional funds designated for traffic enforcement, education, and engineering?



# Questions

## Additional Information Slides

(g) (I) The state, a county, a city and county, or a municipality shall not issue a NOTICE OF VIOLATION OR CIVIL penalty assessment notice or summons for a violation detected using an automated vehicle identification system unless the violation occurred within a school zone, as defined in section 42-4-615; within a residential neighborhood; within a maintenance, construction, or repair zone designated pursuant to section 42-4-614; or along a street that borders a municipal park; OR ALONG A STREET OR PORTION OF A STREET THAT A COUNTY OR MUNICIPALITY, BY ORDINANCE OR BY A RESOLUTION OF ITS GOVERNING BODY, DESIGNATES AS AN AUTOMATED VEHICLE IDENTIFICATION CORRIDOR, ON WHICH DESIGNATED CORRIDOR THE COUNTY OR MUNICIPALITY MAY LOCATE AN AUTOMATED VEHICLE IDENTIFICATION SYSTEM TO DETECT VIOLATIONS OF A COUNTY OR MUNICIPAL TRAFFIC REGULATION OR A TRAFFIC VIOLATION UNDER STATE LAW. BEFORE A COUNTY OR MUNICIPALITY BEGINS OPERATION OF AN AUTOMATED VEHICLE IDENTIFICATION SYSTEM IN AN AUTOMATED VEHICLE IDENTIFICATION CORRIDOR, THE COUNTY OR MUNICIPALITY MUST:

(A) POST A PERMANENT SIGN IN A CONSPICUOUS PLACE NOT FEWER THAN THREE HUNDRED FEET BEFORE THE BEGINNING OF THE CORRIDOR AND A PERMANENT SIGN NOT FEWER THAN THREE HUNDRED FEET BEFORE EACH CAMERA WITHIN THE CORRIDOR THEREAFTER OR A TEMPORARY SIGN NOT FEWER THAN THREE HUNDRED FEET BEFORE ANY MOBILE CAMERA;

(B) ILLUSTRATE, THROUGH DATA COLLECTED WITHIN THE PAST FIVE YEARS, INCIDENTS OF CRASHES, SPEEDING, RECKLESS DRIVING, OR COMMUNITY COMPLAINTS ON A STREET DESIGNATED AS AN AUTOMATED VEHICLE IDENTIFICATION CORRIDOR; AND

(C) COORDINATE BETWEEN THE LOCAL JURISDICTION, THE DEPARTMENT OF TRANSPORTATION, AND THE COLORADO STATE PATROL.

(II) For purposes of this paragraph (g) AS USED IN THIS SUBSECTION (2)(g), unless the context otherwise requires, "residential neighborhood" means any block on which a majority of the improvements along both sides

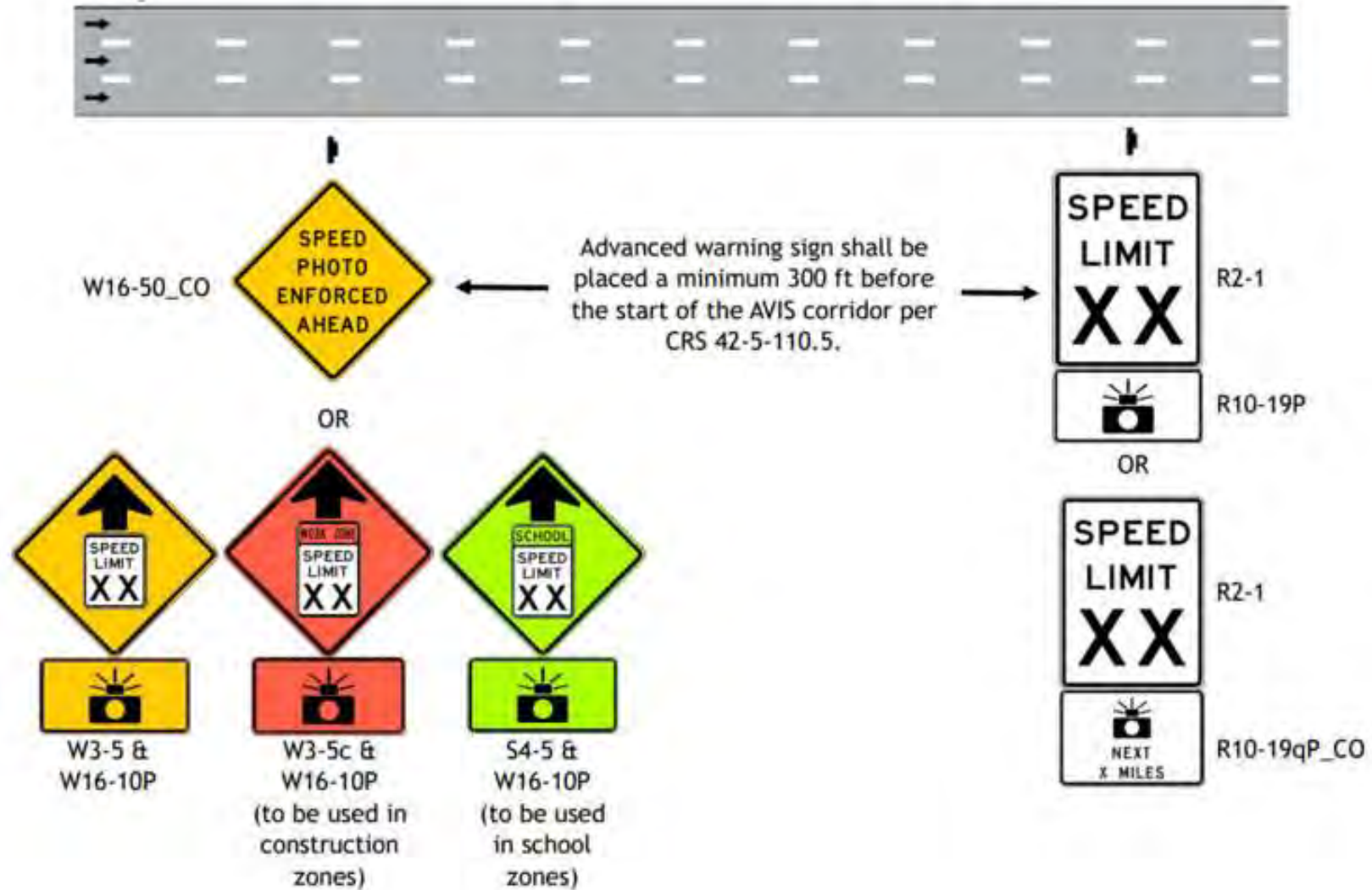
← Designation

← Signage

← Data

← CDOT

Automatic Vehicle Identification Systems (AVIS) Signage





## Polis signs bill allowing more speed cameras across Colorado

By Nathaniel Minor · Jun. 6, 2023, 9:13 am

The legislation was supported by transportation safety advocates and Democratic lawmakers who argued more speed and red light enforcement cameras would lead to lower speeds and safer roads. Traffic deaths across the state hit a 40-year high in 2022 of 745 fatalities.



“Speeding vehicles are one of the most common concerns we hear in the cycling community, and it is a major factor contributing to crashes and fatalities on Colorado's roads,” Bicycle Colorado Executive Director Peter Piccolo wrote in an email. “We are pleased that the Governor prioritized road safety and signed this bill.”



Trusted evidence.  
Informed decisions.  
Better health.

It is estimated that by 2020, road traffic crashes will have moved from ninth to third in the world ranking of burden of disease, as measured in disability adjusted life years. The prevention of road traffic injuries is of global public health importance. Measures aimed at reducing traffic speed are considered essential to preventing road injuries; the use of speed cameras is one such measure.

Thirty five studies met the inclusion criteria. Compared with controls, the relative reduction in average speed ranged from 1% to 15% and the reduction in proportion of vehicles speeding ranged from 14% to 65%. In the vicinity of camera sites, the pre/post reductions ranged from 8% to 49% for all crashes and 11% to 44% for fatal and serious injury crashes. Compared with controls, the relative improvement in pre/post injury crash proportions ranged from 8% to 50%.

Red indicates implementation of two additional camera radar vans for a total of 4 vehicles in the fall of 2023. More speed detection devices increase the number of citations sent to Municipal Court.

Number of Speed Violations Detected													
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	TOTAL
2019	1173	1031	1136	1204	1285	1317	1547	1299	1146	1255	961	948	14302
2020	969	1065	941	207	1459	1306	1572	1371	1433	1476	1440	1203	14442
2021	1159	745	1059	1285	1105	1633	1452	1437	1431	1589	1388	1048	15331
2022	658	870	1081	1278	1255	1210	1111	1109	1227	1180	878	1022	12879
2023	473	691	971	817	1109	1392	1113	1268	1073	1593	1251	1564	13315
2024	1422	1110	1578										4110

Number of Speed Citations Issued													
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	TOTAL
2019	1057	960	1030	1068	1147	1145	1386	1165	1054	1186	915	877	12990
2020	896	981	864	192	1321	1179	1309	1186	1250	1299	1259	1066	12802
2021	1019	667	938	1104	904	1431	1291	1236	1219	1420	1250	919	13398
2022	552	753	927	1061	1089	1020	973	958	1023	1057	804	1091	11308
2023	423	664	924	757	980	1305	1051	1183	981	1422	1149	1450	12289
2024	1328	1033	1420										3781

### Accidents at Red-light Camera Intersections

**BEFORE**

**AFTER**

Shields and Mulberry						Shields and Mulberry					
Activation Date - 7/24/2020						Activation Date - 7/24/2020					
Time Period - 7/24/2017 - 7/23/2020						Time Period - 7/24/2020 - 7/23/2023					
Facilityid	117					Facilityid	117				
Before or After	Before					Before or After	After				
Count of Casetrackingid	Column Labels					Count of Casetrackingid	Column Labels				
Row Labels	2017	2018	2019	2020	Grand Total	Row Labels	2020	2021	2022	2023	Grand Total
SHIELDS AND MULBERRY	11	18	8	5	42	SHIELDS AND MULBERRY	4	6	12	5	27
Approach Turn	4	4	2	2	12	Approach Turn		2		2	4
Bicycle	1				1	Bicycle			1		1
Rear End	3	10	2	2	17	Fixed Object			1		1
Right Angle	3	3	2	1	9	Rear End	2		3	2	7
Side to Side-Same Direction		1	2		3	Right Angle		2	5		7
<b>Grand Total</b>	<b>11</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>42</b>	<b>Grand Total</b>	<b>4</b>	<b>6</b>	<b>12</b>	<b>5</b>	<b>27</b>

Shields and Prospect						Shields and Prospect					
Activation Date - 9/23/2020						Activation Date - 9/23/2020					
Time Period - 9/23/2017 - 9/22/2020						Time Period - 9/23/2020 - 9/22/2023					
Facilityid	119					Facilityid	119				
Before or After	Before					Before or After	After				
Count of Casetrackingid	Column Labels					Count of Casetrackingid	Column Labels				
Row Labels	2017	2018	2019	2020	Grand Total	Row Labels	2020	2021	2022	2023	Grand Total
SHIELDS AND PROSPECT	12	26	22	23	83	SHIELDS AND PROSPECT	5	22	21	16	64
Approach Turn	4	4	4	6	18	Approach Turn	3	5	6	2	16
Bicycle	1			1	2	Bicycle	1	1			2
Fixed Object	1	1	1		3	Pedestrian		1			1
Overtaking Turn				1	1	Rear End	1	11	11	7	30
Pedestrian			1		1	Right Angle		1	2	6	9
Rear End	5	16	13	11	45	Side to Side-Opposite Direction			1		1
Right Angle		2	3	4	9	Side to Side-Same Direction		3	1	1	5
Side to Side-Opposite Direction	1				1	<b>Grand Total</b>	<b>5</b>	<b>22</b>	<b>21</b>	<b>16</b>	<b>64</b>
Side to Side-Same Direction		3			3						
<b>Grand Total</b>	<b>12</b>	<b>26</b>	<b>22</b>	<b>23</b>	<b>83</b>						