

# Fort Collins City Council Agenda

Regular Meeting

6:00 p.m. Tuesday, September 19, 2023

City Council Chambers at City Hall, 300 Laporte Ave, Fort Collins, CO 80521

Zoom Webinar link: <https://zoom.us/j/98241416497>

## NOTICE:

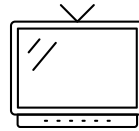
Regular meetings of the City Council are held on the 1st and 3rd Tuesdays of each month in the City Council Chambers. Meetings are conducted in a hybrid format, with a Zoom webinar in addition to the in person meeting in Council Chambers.

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

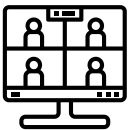
## How to view this Meeting:



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 available through the Zoom platform, electronically or by phone.



Meetings are livestreamed on the City's website, [fcgov.com/fctv](http://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 advance notice. Requests for interpretation at a meeting should be made by noon the day before.*

*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.*



## **There are in person and remote options for members of the public who would like to participate in Council meetings:**

### **Comment in real time:**

*During the public comment portion of the meeting and discussion items:*



In person attendees can address the Council in the Chambers. The public can join the Zoom webinar and comment from the remote meeting, joining online or via phone.



All speakers are required to sign up to speak using the online sign up system available at [www.fcgov.com/agendas](http://www.fcgov.com/agendas). Staff is also available outside of Chambers prior to meetings to assist with the sign up process for in person attendees.

Full instructions for online participation are available at [fcgov.com/councilcomments](http://fcgov.com/councilcomments).

Join the online meeting using the link in this agenda to log in on an internet-enabled smartphone, laptop or computer with a speaker and microphone. Using earphones with a microphone will greatly improve audio experience.

To be recognized to speak during public participation portions of the meeting, click the 'Raise Hand' button.

Participate via phone using this call in number and meeting ID:

Call in number: 720 928 9299

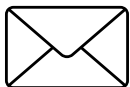
Meeting ID: 982 4141 6497

During public participation opportunities in the meeting, press \*9 to indicate a desire to speak.

### **Submit written comments:**



Email comments about any item on the agenda to [cityleaders@fcgov.com](mailto:cityleaders@fcgov.com)



Written comments can be mailed or dropped off at the City Manager's Office at City Hall, at 300 Laporte Ave, Fort Collins, CO 80521

***Documents to Share during public participation:*** Persons wishing to display presentation materials using the City's display equipment under the Public Participation portion of a meeting or during discussion of any Council item must provide any such materials to the City Clerk in a form or format readily usable on the City's display technology no later than two (2) hours prior to the beginning of the meeting at which the materials are to be presented.

***NOTE:*** All presentation materials for appeals, addition of permitted use applications or protests related to election matters must be provided to the City Clerk no later than noon on the day of the meeting at which the item will be considered. See Council Rules of Conduct in Meetings for details.



# City Council Regular Meeting Agenda

**September 19, 2023 at 6:00 PM**

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

City Council Chambers  
300 Laporte Avenue, Fort Collins  
& via Zoom at  
<https://zoom.us/j/98241416497>  
Cablecast on FCTV  
Channel 14 on Connexion  
Channel 14 and 881 on Xfinity

Carrie Daggett  
City Attorney

Kelly DiMartino  
City Manager

Anissa Hollingshead  
City Clerk

## PROCLAMATIONS & PRESENTATIONS 5:00 PM

### A) PROCLAMATIONS AND PRESENTATIONS

- [PP 1.](#) Declaring September 17-23, 2023, as Constitution Week.
- [PP 2.](#) Declaring September 24-30, 2023, as Source Water Protection Week.
- [PP 3.](#) Declaring October 1-6, 2023, as Community Classic Week.
- [PP 4.](#) Declaring September 2023 as Hunger Action Month.
- [PP 5.](#) Declaring September 15-October 15, 2023, as Hispanic/Latinx/e Heritage Month.

## REGULAR MEETING 6:00 PM

### B) CALL MEETING TO ORDER

### C) PLEDGE OF ALLEGIANCE

### D) ROLL CALL

### E) CITY MANAGER'S AGENDA REVIEW

- City Manager Review of Agenda
- Consent Calendar Review, including removal of items from Consent Calendar for individual discussion.

### F) COMMUNITY REPORTS

**G) PUBLIC COMMENT ON ANY TOPICS OR ITEMS OR COMMUNITY EVENTS**  
(Including requests for removal of items from Consent Calendar for individual discussion.)

*Individuals may comment regarding any topics of concern, whether or not included on this agenda. Comments regarding land use projects for which a development application has been filed should be submitted in the development review process\*\* and not to Council.*

- *Those who wish to speak are required to sign up using the online sign-up system available at [www.fcgov.com/council-meeting-participation-signup/](http://www.fcgov.com/council-meeting-participation-signup/)*
- *Each speaker will be allowed to speak one time during public comment. If a speaker comments on a particular agenda item during general public comment, that speaker will not also be entitled to speak during discussion on the same agenda item.*
- *All speakers will be called to speak by the presiding officer from the list of those signed up. After everyone signed up is called on, the presiding officer may ask others wishing to speak to identify themselves by raising their hand (in person or using the Raise Hand option on Zoom), and if in person then will be asked to move to one of the two lines of speakers (or to a seat nearby, for those who are not able to stand while waiting).*
- *The presiding officer will determine and announce the length of time allowed for each speaker.*
- *Each speaker will be asked to state their name and general address for the record, and, if their comments relate to a particular agenda item, to identify the agenda item number. Any written comments or materials intended for the Council should be provided to the City Clerk.*
- *A timer will beep one time and turn yellow to indicate that 30 seconds of speaking time remain and will beep again and turn red when a speaker's time has ended.*

*[\*\*For questions about the development review process or the status of any particular development, consult the City's Development Review Center page at <https://www.fcgov.com/developmentreview>, or contact the Development Review Center at 970.221.6760.]*

**H) PUBLIC COMMENT FOLLOW-UP**

**I) COUNCILMEMBER REMOVAL OF ITEMS FROM CONSENT CALENDAR FOR DISCUSSION**

**CONSENT CALENDAR**

*The Consent Calendar is intended to allow Council to spend its time and energy on the important items on a lengthy agenda. Staff recommends approval of the Consent Calendar. Agenda items pulled from the Consent Calendar by either Council or the City Manager will be considered separately under their own Section, titled "Consideration of Items Removed from Consent Calendar for Individual Discussion." Items remaining on the Consent Calendar will be approved by Council with one vote. The Consent Calendar consists of:*

- *Ordinances on First Reading that are routine;*
- *Ordinances on Second Reading that are routine;*
- *Those of no perceived controversy;*
- *Routine administrative actions.*

**1. Consideration and Approval of the Minutes of the September 5, 2023 Regular Meeting.**

The purpose of this item is to approve the minutes of the September 5, 2023 regular meeting.

**2. Second Reading of Ordinance No. 110, 2023, Appropriating Prior Year Reserves and Philanthropic Revenue Received Through City Give for The Carnegie Center for Creativity as Designated by the Donors.**

This Ordinance, unanimously adopted on First Reading on September 5, 2023, is to request appropriation of \$100,000 in philanthropic revenue received through City Give for The Carnegie Center for Creativity as designated by the donors.

In 2019, City Give, a formalized enterprise-wide initiative was launched to create a transparent, non-partisan governance structure for the acceptance and appropriations of charitable gifts.

**3. Second Reading of Ordinance No. 111, 2023, Making a Supplemental appropriation of Grant Funds from the U.S. Department of Transportation SMART Grants Program in Support of the City of Fort Collins Electric Vehicle Fleet.**

This Ordinance, unanimously adopted on First Reading on September 5, 2023, is to appropriate \$1,059,037 of unanticipated grant revenue from USDOT.

The City successfully applied for \$1,059,037 under the U.S. Department of Transportation (USDOT) SMART Grants Program to support implementing a SMART Grid Electric Vehicle (EV) charge management solution to control usage of City owned EV chargers to reduce energy consumption (the SMART Grid Project).

**4. Second Reading of Ordinance No. 112, 2023, Making Supplemental Appropriations and Authorizing Transfers for the “Planning to Implement Future Innovation Zones” Project.**

This Ordinance, unanimously adopted on First Reading on September 5, 2023, is to develop the Innovation Zones Project Plan by:

- Appropriating \$50,000 of unanticipated grant revenue, awarded by the Colorado Department of Transportation’s Office of Innovative Mobility; and
- Utilizing matching funds in the amount of \$10,000 from existing 2023 appropriations into this new grant project.

**5. Second Reading of Ordinance No. 113, 2023, Making Supplemental Appropriations and Authorizing Transfers for the City of Fort Collins Electric Vehicle Readiness Roadmap Update.**

This Ordinance, unanimously adopted on First Reading on September 5, 2023, is to update the City’s 2017 Electric Vehicle (EV) Readiness Roadmap by:

- Appropriating \$40,000 of unanticipated grant revenue, awarded by the Colorado Energy Office; and
- Utilizing matching funds in the amount of \$13,333 from existing 2023 appropriations into this new grant project.

**6. Second Reading of Ordinance No. 114, 1023, Amending Various Sections of the Code of the City of Fort Collins to Correct References to the Building Review Board and to Correct References to Meeting Minutes.**

This Ordinance, unanimously adopted on First Reading on September 5, 2023, amends various sections of City Code. During the work of the Ad Hoc Committee on Boards and Commissions, staff identified necessary edits to all reference to the Building Review Board. Those references should be changed to the Building Review Commission, which is in line with City Ordinance No. 049, 2021. Also, staff identified numerous incorrect references to the requirement for various bodies to record meeting minutes.

**7. Second Reading of Ordinance No. 115, 2023, Authorizing Conveyance of a Permanent Non-Exclusive Utility Easement on Property Jointly Owned by the City and the City of Loveland at the Northern Colorado Regional Airport for the AeroFNL Development.**

This Ordinance, unanimously adopted on First Reading on September 5, 2023, authorizes a permanent nonexclusive utility easement over a portion of the Northern Colorado Regional Airport property owned jointly by the City of Fort Collins and the City of Loveland and leased by IC Loveland Investors, LLC, to allow for the installation and maintenance of electrical infrastructure for the new AeroFNL development.

**8. Items Implementing Recommendations from the Ad Hoc Committee on Boards and Commissions.**

The purpose of these items is to consider amendments to various divisions of Chapter 2 of the Municipal Code to reflect the recommendations of the Ad Hoc Committee on Boards and Commissions.

A. Second Reading of Ordinance No. 118, 2023, Amending Chapter 2, Article III, Division 2 of the Code of the City of Fort Collins to Modify Type 1 Advisory Board Composition and Functions and Eliminate One-Year Terms.

On First Reading of Ordinance No. 118, 2023, a change was proposed to City Code Section 2-102 (Section 4 of the Ordinance) to add an ex-officio position on the Affordable Housing Board. During First Reading, Council decided not to adopt that change. Because no other changes to Section 2-102 were proposed, on Second Reading, Section 4 of the Ordinance is being deleted in its entirety because the wording in Section 2-102 remains the same as it currently appears in City Code.

B. Second Reading of Ordinance No. 119, 2023, Amending Chapter 2, Article III, Division 3 of the Code of the City of Fort Collins to Eliminate One-Year Terms of Type 2 Advisory Boards.

C. Second Reading of Ordinance No. 120, 2023, Reorganizing Chapter 2, Article VII, Divisions 1 and 2 of the Code of the City of Fort Collins to Consolidate the Ethical Rules of Conduct and Board of Ethics Sections with a Complaint Process for Violations of the Code of Conduct.

On Second Reading of Ordinance No. 120, 2023, a change is being made to Section 2-577 to correct a typographical error to a cross reference.

**NOTE:** Due to a split vote on Ordinance No. 117, 2023 (Nays: Ohlson), on Second Reading it will be on Discussion. Second Reading of Ordinances Nos. 118, 119 and 120 are on Consent, as they passed unanimously.

**9. Items Pertaining to the Annual Adjustment Ordinance.**

The purpose of these Annual Adjustment Ordinances is to appropriate additional revenues or prior year reserves that need to be appropriated before the end of the year to cover related expenses that were not anticipated, and therefore, not included in the 2023 annual budget appropriation. The additional revenue is primarily from fees, charges for service, rents, contributions, donations, and grants that have been paid to City departments to offset specific expenses.

A. First Reading of Ordinance No. 122, 2023, Making Supplemental Appropriations in Various City Funds.

B. First Reading of Ordinance No. 123, 2023, Appropriating Prior Year Reserves and Authorizing Transfers in Various City Funds.

**10. First Reading of Ordinance No. 124, 2023, Appropriating Philanthropic Revenue Received Through City Give for Various Programs and Services as Designated by the Donor.**

The purpose of this item is to request appropriation of \$20,300 in philanthropic revenue received through City Give. These miscellaneous gifts to various City departments support a variety of programs and services and are aligned with both the City's strategic priorities and the respective donors' designation.

In 2019, City Give, a formalized enterprise-wide initiative, was launched to create a transparent, non-partisan governance structure for the acceptance and appropriations of charitable gifts.

**11. First Reading of Ordinance No. 125, 2023, Making a Supplemental Appropriation from the Great Outdoors Colorado Grant in Support for the Completion of the Colorado Front Range Trail-Poudre River Trail Segment.**

The purpose of this item is to support this project by appropriating \$1,000,744 of unanticipated grant revenue from GOCO through Larimer County to the City.

Larimer County, in partnership with City of Fort Collins (City), and Towns of Windsor and Timnath, applied for a funding opportunity through Great Outdoors Colorado (GOCO) in support of the completion of the Poudre River Trail. The joint request successfully secured the funding needed to design and construct the remaining sections of trail. The focus of this work extends from the Environmental Learning Center in eastern Fort Collins to River Bluffs Open Space west of Windsor and includes a spur connection to Windsor's Kyger Reservoir property (the Project).

Larimer County, serving as the grant administrator, signed an agreement with GOCO that GOCO would pay a total of \$3,740,402 to complete construction of the Poudre River Trail. The agreement provides proposed allocation of construction costs to each of the partners. The City and Larimer County entered an Intergovernmental Agreement (IGA) identifying the City as a subrecipient of \$1,000,744 of the total \$3,740,402 awarded by GOCO. The IGA stipulates the City's obligation to invoice Larimer County for all eligible costs associated with the construction of Poudre River Trail within the City's jurisdiction. Larimer County will reimburse the City for all eligible construction-related costs.

**12. First Reading of Ordinance No. 126, 2023, Appropriating Prior Year Reserves and Making Supplemental Appropriation for the City of Fort Collins Revolving Loan Fund Program.**

The purpose of this item is to authorize the transfer of \$143,884 accumulated from Platte River Power Authority's (PRPA) annual contribution to the City of Fort Collins in support of community economic development funds. The accumulated economic development funds have been in the General Fund to create the City of Fort Collins Revolving Loan Fund for Small Businesses and Startup companies operating in Fort Collins. The City will use the funds to support program access to capital for small businesses in Fort Collins city limits, including those that have historically not had access to traditional financial capital markets.

**13. First Reading of Ordinance No. 127, 2023, Amending Chapter 7 of the Code of the City of Fort Collins Regarding Duties of the City Clerk.**

The purpose of this item is to align the duties of the City Clerk regarding retention of certain election campaign records with new state law provisions regarding the same.

**14. First Reading of Ordinance No. 128, 2023, Ratifying and Reaffirming Certain 2022 and 2023 City Expenditures and Designating Certain Unexpended and Unencumbered Appropriations as Non-Lapsing.**

The purpose of this item is to address and remedy an oversight made in certain 2021, 2022, and 2023 appropriation ordinances related to certain appropriated funds that were intended to be designated as non-lapsing appropriations as contemplated in Section 11 of Article V of the City Charter ("Section 11") but were not so designated. Section 11, which was amended by the City's voters in April 2021, provided before it was amended that all appropriations for capital projects and for federal and state grants were considered non-lapsing appropriations without any specific designation of non-lapsing in the appropriation ordinance. However, after being amended, Section 11 now requires that there be an express non-lapsing designation in the ordinance, and it also adds another category of appropriations that can be designated non-lapsing, those being private grants and donations.

It has been discovered that various appropriations for capital projects and for federal, state, and private grants and donations, mostly in 2021 appropriation ordinances, were intended to be designated as non-lapsing but through oversight that designation was not included in the ordinance. Nevertheless, these appropriations were accounted for in the City's accounting records as non-lapsing accounts and funds were spent from those accounts in the subsequent fiscal years of 2022 and 2023. To ensure these expenditures were properly spent in those years, this Ordinance ratifies and reaffirms those expenditures and designates the remaining amounts from those appropriations as non-lapsing for future expenditure.

**15. First Reading of Ordinance No. 129, 2023, Suspending Certain Provisions of the City's Land Use Code and Building Code to Permit Temporary Use of City Property at 117 North Mason Street as a Seasonal Overflow Homeless Shelter.**

The purpose of this item is to suspend certain provisions of the City's Land Use Code to allow the temporary use of 117 North Mason Street as a men's overflow shelter site from November 1, 2023-April 30, 2024.



**16. First Reading of Ordinance No. 130, 2023, Approving the Vacation of an Emergency Access Easement Located on Lot 1 of the Elizabeth Subdivision.**

The purpose of this item is to approve an Ordinance that would vacate a twenty-foot emergency access easement (the "Easement") that was dedicated on the Plat of the Elizabeth Subdivision (the "Subdivision") across Lot 1, Block 1 (811 East Elizabeth Street) for the benefit of Lot 2, Block 1 (813 East Elizabeth Street) because the Easement is no longer required by Poudre Fire Authority.

**17. Resolution 2023-086 Adopting the Transportation Capital Projects Prioritization Study to be Used as a Methodology and Foundation for Ten-Year Transportation Capital Improvement Program Prioritization and Planning.**

The purpose of this item is to discuss the results of the Transportation Capital Projects Prioritization Study (TCPPS) as it relates to our ten-year Transportation Capital Improvement Program (TCIP) prioritization and planning. The TCPPS is a methodology for selection of capital projects to improve intersections and roadway corridors in the City and aligns with our Vision Zero Action Plan (Vision Zero) and our Active Modes Plan (AMP).

**18. Resolution 2023-087 Repealing Resolution 2003-008 and Adopting the City's Administrative Policy for the Use, Management, and Retention of Electronic Mail by the Mayor and City Council.**

The purpose of this item is to repeal Resolution 2003-008, which adopted a policy for the use, management and retention of electronic mail by the Mayor and Council. In its place, Council will consider adopting the City's Administrative Policy 2.02 "Electronic Records Retention," which will govern use, management and retention of electronic mail by the Mayor and Council.

**19. Resolution 2023-088 Authorizing the Procurement of Services for an Annual Independent Audit of the City's Financial Records.**

The purpose of this item is to authorize City staff to enter into a professional services agreement with Plante Moran PLLC, the independent audit firm recommended by the Council Finance Committee. The Committee interviewed three finalists at the August 16, 2023, special meeting and adopted a motion to recommend Plante Moran for the Council's selection.

**20. Items Relating to the Boards and Commission Manual and Terms of Board and Commission Members Recommended by the Ad Hoc Committee on Boards and Commissions.**

The purpose of these items is to consider a resolution and ordinance that reflect the recommendations of the Ad Hoc Committee on Boards and Commissions.

A. Resolution 2023-089 Approving Amendments to the Board and Commissions Manual.

B. First Reading of Ordinance No. 131, 2023, to Extend Terms of All Board and Commission Members to Align with New Recruitment and Interview Schedule and Waive Eight Year Service Limit.

**END OF CONSENT CALENDAR**

**J) ADOPTION OF CONSENT CALENDAR**

**K) CONSENT CALENDAR FOLLOW-UP** *(This is an opportunity for Councilmembers to comment on items adopted or approved on the Consent Calendar.)*

**L) STAFF REPORTS**

**Staff Report: Regarding National Voter Registration Day and Efforts Ahead of the November 7, 2023, Municipal Election.**

Registering to vote is the first critical step to participating in elections in Colorado. The upcoming municipal election will be held as a coordinated election conducted by Larimer County and all active registered voters will be sent a mail ballot to participate in the election. Ensuring eligible Fort Collins residents have active voter registrations is one key to maximizing voter participation in this election.

National Voter Registration Day is an annual nationwide event, occurring this year on September 19, focused on ensuring people eligible to vote across the country know how and where to register. In Colorado, online voter registration is fast and easy through the Secretary of State's secure resources at: [www.GoVoteColorado.gov](http://www.GoVoteColorado.gov).

**M) COUNCILMEMBER REPORTS**

**N) CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT CALENDAR FOR INDIVIDUAL DISCUSSION**

**O) CONSIDERATION OF ITEMS PLANNED FOR DISCUSSION**

*The method of debate for discussion items is as follows:*

- *Mayor introduced the item number and subject; asks if formal presentation will be made by staff*
- *Staff presentation (optional)*
- *Mayor requests public comment on the item (three minute limit for each person)*
- *Council questions of staff on the item*
- *Council motion on the item*
- *Council discussion*
- *Final Council comments*
- *Council vote on the item*

*Note: Time limits for individual agenda items may be revised, at the discretion of the Mayor, to ensure all have an opportunity to speak. The timer will buzz when there are 30 seconds left and the light will turn yellow. It will buzz again at the end of the speaker's time.*

**21. Second Reading of Ordinance No. 116, 2023, Amending the Land Use Code Regarding Buffering Between Buildings with Occupiable Space and Oil and Gas Facilities.**

As adopted during Council's regular meeting on September 5, 2023, the Ordinance includes the following requirements for new neighborhoods and existing neighborhoods located adjacent oil and gas wells:

Oil and Gas Buffers:

- Well not abandoned – 2,000'
- Well abandoned, not reclaimed – 500'
- Well abandoned, reclaimed – 150'

Buffer Standards:

- (Future Developments) No occupiable buildings in the buffer
- (Future Developments) Environmental Site Assessment and remediation of contaminants found.
- (Future Development) Platted Property Disclosure
- (Existing Developments) No new Accessory Dwelling Units
- (Existing and Future Developments) Point of sale disclosure
- (Existing and Future Developments) Prohibition of new common area/community gathering spaces (e.g., playgrounds)

If a new development application (either for future development that is not built or for additional development within an existing development (e.g., Hearthfire and Richard's Lake)) is deemed complete prior to the adoption of Ordinance No. 116, 2023, the standards currently in the Land Use Code (Ordinance No. 114, 2018) are applied to the development application. Development applications currently under review within the active oil and gas field and under the existing standards include Sonders Village (PDP230012), Water's Edge Parks (MA210077), and Montava Phase G (BDR210013).

**22. Second Reading of Ordinance No. 117, 2023, Amending Chapter 2, Article III, Division 1 of the Code of the City of Fort Collins to Add City Council Liaison Responsibilities.**

This Ordinance, adopted on First Reading by a vote of 6-1 (Nays: Ohlson), considers amending Chapter 2, Article III, Division 1 of the Code of the City of Fort Collins to Add City Council Liaison Responsibilities.

The purpose of this ordinance is to change the Code language in Section 2-72 in order to provide flexibility for one or more boards to meet together. The responsibility for the Council liaisons in making the determination of allowing the joint meeting has also been added to Council liaison role section:

(d) Two or more board or commissions, committees of boards or commissions, or representatives from each such board, commission or committee may hold a joint meeting if the subject of the meeting specifically relates to the functions an item or project in the work plan of each participating board or commission, or if the City Manager or City Council liaison assigned to each of the involved boards or commissions has approved the joint meeting.

**NOTE:** Due to a split vote on Ordinance No. 117, 2023 (Nays: Ohlson), on Second Reading it will be on Discussion. Second Reading of Ordinances Nos. 118, 119 and 120 are on Consent, as they passed unanimously.

**23. Second Reading of Ordinance No. 121, 2023, Amending the Land Use Code to include Regulations for Making Water Adequacy Determinations.**

This Ordinance, adopted by a vote of 6-1 (Nays: Peel) on First Reading on September 5, 2023, adopts Land Use Code provisions to add specific regulations outlining how the City will make water adequacy determinations for development. The proposed regulations are divided into three different categories for: (1) established potable water supply entities; (2) new, or other potable water supply entities; and, (3) non-potable water supply entities. The goals of these changes include: complying with Colorado state statutory requirements (Section 29-20-301, et seq., C.R.S.); ensuring development has an adequate water supply; providing City staff with guidance to make these determinations and applicants with certainty on the requirements; and ensuring

that growth and development in the City occur in a planned and coordinated manner. Other than minor, non-substantive clarifications, the proposed regulations are the same as those discussed at the June 6, 2023, Work Session. The Planning & Zoning Commission has recommended adoption of the proposed regulations (4-2 vote).

## **P) OTHER BUSINESS**

### **OB 1. Possible consideration of the initiation of new ordinances and/or resolutions by Councilmembers.**

*(Three or more individual Councilmembers may direct the City Manager and City Attorney to initiate and move forward with development and preparation of resolutions and ordinances not originating from the Council's Policy Agenda or initiated by staff.)*

### **OB 2. Motion to adjourn this meeting until after the completion of the Stormwater Utility Enterprise Board business:**

"I move that Council adjourn this meeting until after the completion of the Stormwater Utility Enterprise Board business."

## **Q) ADJOURNMENT**

*Every regular Council meeting will end no later than midnight, except that: (1) any item of business commenced before midnight may be concluded before the meeting is adjourned and (2) the Council may, at any time prior to adjournment, by majority vote, extend a meeting beyond midnight for the purpose of considering additional items of business. Any matter that has been commenced and is still pending at the conclusion of the Council meeting, and all matters for consideration at the meeting that have not yet been considered by the Council, will be deemed continued to the next regular Council meeting, unless Council determines otherwise.*

*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 advance notice. Requests for interpretation at a meeting should be made by noon the day before.*

*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 cuando sea posible. Las solicitudes de interpretación en una reunión deben realizarse antes del mediodía del día anterior.*



## PROCLAMATION

**WHEREAS**, it is the privilege and duty of the American people to commemorate the two hundred and thirty-sixth anniversary of the drafting of the Constitution of the United States of America with appropriate ceremonies and activities; and

**WHEREAS**, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week; and

**NOW, THEREFORE**, I, Jeni Arndt, Mayor of the City of Fort Collins, do hereby proclaim September 17-23, 2023, as

## CONSTITUTION WEEK

**IN WITNESS WHEREOF**, I have hereunto set my hand and the seal of the City of Fort Collins this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



## PROCLAMATION

**WHEREAS**, we recognize that protecting our source water supply from pollution is crucial for providing high quality drinking water to our community; and

**WHEREAS**, the public health, economic development, and quality of life of the City of Fort Collins’ community depends on a safe and reliable source water supply; and

**WHEREAS**, we recognize the inherent value and importance of our source water and acknowledge our responsibility to protect it for future generations; and

**WHEREAS**, we commit to providing equitable access to clean and safe source water for all of our community members, ensuring that no one is disproportionately burdened by environmental concerns, or lacks access to this essential resource; and

**WHEREAS**, Fort Collins’ community members are urged to join in efforts to protect and conserve our source water through educational initiatives, community engagement, policy discussions, and to be involved in local water issues.

**NOW, THEREFORE**, I, Jeni Arndt, Mayor of the City of Fort Collins, do hereby proclaim September 24-30, 2023, as

## SOURCE WATER PROTECTION WEEK

**IN WITNESS WHEREOF**, I have hereunto set my hand and the seal of the City of Fort Collins this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



## PROCLAMATION

**WHEREAS**, the Canvas Community Classic was established in 2022 as the inaugural event, bringing together students, families, faculty, staff and supporters of Poudre School District. It was the first time a high school football doubleheader in the State of Colorado was played in a college stadium and the inaugural event drew nearly 11,000 fans; and

**WHEREAS**, the Canvas Community Classic has become a showcase event for the Fort Collins community, with each elementary, middle and high school of Poudre School District represented at the event and given the opportunity to participate in game day events; and

**WHEREAS**, Poudre School District dates back to a humble beginning in 1866 and from that first school in Auntie Stone’s Cabin has grown to include 7 high schools, 10 middle schools and 32 elementary schools; and

**WHEREAS**, Poudre School District continues to strive to provide educational and extracurricular activities to any and all students, and offers a wide range of opportunities for its students. These students have a consistently strong track record of success and that success extends beyond the classroom and into athletics and other activities; and

**WHEREAS**, Canvas Credit Union (CCU) was founded in 1938 and since its founding 85 years ago, CCU has continued to invest in the communities in which it serves and is known as a leader in those communities and also known for its heart; and

**WHEREAS**, the Canvas Community Classic displays the strong and growing partnership between Poudre School District and Canvas Credit Union and reflects the values embraced by the City of Fort Collins and its residents.

**NOW, THEREFORE**, I, Jeni Arndt, Mayor of the City of Fort Collins, do hereby proclaim October 1-6, 2023, the week leading up to the games on October 6, as

### CANVAS COMMUNITY CLASSIC WEEK

**IN WITNESS WHEREOF**, I have hereunto set my hand and the seal of the City of Fort Collins this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



## PROCLAMATION

**WHEREAS**, hunger and poverty are issues of vital concern in Larimer County where 9 percent of people face hunger; and

**WHEREAS**, everyone needs nutritious food to thrive and in every community in America, people are working hard to provide for themselves and their families. Yet in 2021, 34 million people, 1 in 10, including 9 million children, 1 in 8, faced food insecurity in the United States; and

**WHEREAS**, the City of Fort Collins is committed to taking steps to combat hunger in every part of our community and to provide additional resources that those in Fort Collins need; and

**WHEREAS**, the Fort Collins City Council is committed to working with the Food Bank for Larimer County, a member of the Feeding America® nationwide network of food banks; in educating people about the role and importance of food banks in addressing hunger and raising awareness of the need to devote more resources; and in attention to hunger issues; and

**WHEREAS**, more than 40,000 individuals in Larimer County rely on food provided by Food Bank for Larimer County hunger-relief programs and partners annually; and

**WHEREAS**, the month of September has been designated “Hunger Action Month” in order to bring attention to food insecurity in our communities and to enlist the public in the movement to end hunger by taking action – including volunteer shifts, social media shares, and donations – to ensure every community, and everybody in it, has the food they need to thrive.

**NOW, THEREFORE**, I, Jeni Arndt, Mayor of the City of Fort Collins, do hereby proclaim the Month of September 2023, as

## HUNGER ACTION MONTH

**IN WITNESS WHEREOF**, I have hereunto set my hand and the seal of the City of Fort Collins this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



## PROCLAMATION

**WHEREAS**, Hispanic/Latinx/e Heritage Month celebrates the diversity of the Fort Collins community, has been a national observance and celebration since 1988 when it was approved by the 100th Congress, and September 15-October 15 has been designated for observance of Hispanic/Latinx/e Heritage Month Celebration; and

**WHEREAS**, as the largest ethnic and cultural group in Fort Collins at nearly 20 percent of the population, the Hispanic/Latinx/e community—which reflects all genders, races, ethnicities, socioeconomic statuses, nationalities, ages, sexual orientations, religions and abilities—has historically faced cultural and systemic barriers to inclusion and equitable treatment in the City; and

**WHEREAS**, despite such discrimination, Fort Collins is proud to be home to many people of Hispanic/Latinx/e descent who play an important role in our strength and prosperity by making the community vibrant, strong, and productive, and whose tenacity, energy and leadership are woven into the culture of Fort Collins; and

**WHEREAS**, it is the role of City leaders, City institutions, and community members to commit to the removal of cultural and systemic barriers, to combat discrimination, promote tolerance and social justice, and to advance the cause of equity and inclusion for all in our community, including community members of Hispanic/Latinx/e descent; and

**WHEREAS**, the City celebrates Hispanic/Latinx/e community leaders, organizations, and businesses and their invaluable contributions to Fort Collins; thanks and expresses gratitude to Hispanic/Latinx/e leaders and contributors in education, the arts, sciences, medical fields, military, government, business, management, non-profits, social justice organizations, and more, and as a City we will continue to support such organizations, businesses, and individuals and recognize their important contributions to our community and city; and

**WHEREAS**, the Fort Collins City Council and staff commit to making Fort Collins a welcoming community for all people living here; to expanding opportunities in business, education, the arts, sciences, government and leadership; to removing barriers to inequity, addressing hate and bias, and promoting equity and justice for Hispanic/Latinx/e community members. We recognize there is more work ahead of us and commit to the fundamental community values of equity and inclusion in Fort Collins, ensuring that all residents feel respected, valued, and affirmed.

**NOW, THEREFORE**, I, Jeni Arndt, Mayor of the City of Fort Collins, do hereby proclaim September 15-October 15, 2023, as

### HISPANIC/LATINX/E HERITAGE MONTH

in Fort Collins and encourage residents to participate and to celebrate the cultural riches that our Hispanic/Latinx/e community has to offer.

**IN WITNESS WHEREOF**, I have hereunto set my hand and the seal of the City of Fort Collins this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



## AGENDA ITEM SUMMARY

City Council

---

### STAFF

---

Anissa N. Hollingshead, City Clerk

### SUBJECT

---

**Consideration and Approval of the Minutes of the September 5, 2023 Regular Meeting.**

### EXECUTIVE SUMMARY

---

The purpose of this item is to approve the minutes of the September 5, 2023 regular meeting.

### STAFF RECOMMENDATION

---

Staff recommends approval of the minutes.

### ATTACHMENTS

---

1. Draft Minutes, September 5, 2023

September 5, 2023

COUNCIL OF THE CITY OF FORT COLLINS, COLORADO

Council-Manager Form of Government

Regular Meeting – 6:00 PM

PROCLAMATIONS AND PRESENTATIONS  
5:00 PM

A) PROCLAMATIONS

PP 1. Declaring September 9, 2023 as Poudre Landmarks Foundation 39th Annual Historic Homes Tour Day.

REGULAR MEETING  
6:00 PM

B) CALL MEETING TO ORDER

Mayor Jeni Arndt called the regular meeting to order at 6:01 p.m. in the City Council Chambers at 300 Laporte Avenue, Fort Collins, Colorado, with hybrid participation available via the City's Zoom platform.

C) PLEDGE OF ALLEGIANCE

Mayor Jeni Arndt led the Pledge of Allegiance to the American Flag.

D) ROLL CALL

PRESENT  
Mayor Jeni Arndt  
Mayor Pro Tem Emily Francis  
Councilmember Susan Gutowsky  
Councilmember Tricia Canonico  
Councilmember Shirley Peel  
Councilmember Kelly Ohlson  
Councilmember Julie Pignataro

STAFF PRESENT  
City Manager Kelly DiMartino  
City Attorney Carrie Daggett  
City Clerk Anissa Hollingshead

E) CITY MANAGER'S AGENDA REVIEW

City Manager Kelly DiMartino provided an overview of the agenda, including:

- All items on the consent agenda were recommended for approval.
- The items on the discussion agenda were reviewed.

**COMMUNITY REPORTS**

None.

**G) PUBLIC COMMENT ON ANY TOPICS OR ITEMS OR COMMUNITY EVENTS**  
(Including requests for removal of items from Consent Calendar for individual discussion.)

Kimberly Carracedo spoke representing young people in Fort Collins as well as New Era Colorado in support of the elimination of U+2, and the challenges presented by the definition of family for students and other young people.

Marsha Mulroney, Fort Collins resident, spoke about the choices made over the last 45 years before being able to buy a home in Fort Collins in an HOA with protections for avoiding too much density, and in opposition to changes in density rules in HOAs and existing neighborhoods.

Jeff Emmel, Fort Collins resident, spoke regarding land use code changes as the representative of a townhouse cluster in the Landings and the impacts of changing regulations for short term rentals without enforcement, and against similar effects from changes to U+2, stating one size does not fit all.

Stefanie Berganini, Fort Collins resident and chair of Democratic Socialists of America, Fort Collins Housing Committee, spoke to urge the Council to repeal U+2, noting the work to fix this ordinance has been undertaken for nearly 20 years without action and sharing reasons for repeal.

Connor M Flynn, Fort Collins resident and head of the Electoral Committee of the Fort Collins chapter of the Democratic Socialists of America, spoke in support of the repeal of U+2, noting no level of enforcement can avoid packed housing where necessity and property owners allow it to happen, rendering U+2 unfunctional, as well as noting trying to limit occupancy pushes density out and causes more greenhouse gases through more car trips.

Greg Zoda, graduate student at CSU and a co-chair of DSA Fort Collins, spoke against U+2 as well, sharing it is something that is unenforceable to a large degree and the community would be better served by thoughtful densification. Zoda also commented on the consent agenda item with the second reading of the appropriation for encampment site cleanup pilot program, noting the actions taken through that program are not the right approach.

Paul Anderson, Fort Collins resident, spoke about why he has supported the initiation and strengthening of U+2 that has led to families moving into the neighborhood instead of landlords and venture capitalists packing in students and running up the costs of housing.

Lloyd Walker spoke about the policies and programs in place under the U+2 and how they contribute to neighborhood character and build vitality and vibrancy throughout Fort Collins, arguing U+2 is working across Fort Collins and sharing reasons how it does so as well as suggestions for refining the current system.

Randolph Lippert, Fort Collins resident, shared a story from his time as an EMT in San Diego assisting a 15 year old transgender woman who attempted suicide after being beaten by her parents for her existence, noting the challenges U+2 imposes on transgender individuals and others with marginalized identities.

Nick DeSalvo, ASCSU President, shared a letter from all three branch heads of ASCSU, with agreement from the entire organization on the direction desired to eliminate U+2, noting this is not support to put this on the ballot but rather to take action at the Council level. DeSalvo also spoke to the economic value students contribute to the city's economy.

Sean McCoy, Fort Collins resident, spoke in support of the repeal or amendment of U+2, sharing data from Corona Insights studies showing a 70% increase in rent from 2005 to 2018, as well as figures of the high number of empty bedrooms in the city.

Madeleine Kamberg, Fort Collins resident, CSU student and small business owner with a family, noted the issues of students and families have a lot of overlap and are not mutually exclusive. Kamberg stated the policy is lazy, seeking to solve problems of noise, trash, etc., caused by humans by limiting humans, making enforcement something prime for discrimination and a violation of the 14<sup>th</sup> Amendment as well as the Colorado Constitution and the Fair Housing Act.

Eric Sutherland spoke regarding the second reading planned by the Electric Utility Enterprise Board he stated constituted an additional \$25 million bailout of Connexion without so much as a business plan.

Oliver Vollmer, Fort Collins resident since 2019, spoke regarding U+2 and how it exacerbates the affordability crisis in the city, urging Council to eliminate it.

Adam Eggleston, Fort Collins resident, spoke about U+2 and how all of the focus groups and other evaluation of this tool shows it uses financial penalties to resolve behavioral issues, as well as noting with the increasing costs of housing more populations will continue to be impacted by this policy, including seniors.

Not on the sign-up list and name not given, spoke against U+2, noting it doesn't work because it cannot be enforced.

Rich Stave noted at the last meeting he had questions about the bond issue that staff tried to answer but did not actually address what he was asking. Stave asked if it was an accurate understanding of how money is flowing from the Electric Utility and who is paying the interest on the bonds.

Alex Scott, Fort Collins resident, spoke in support of the Council repealing U+2 and shared calculations of the average costs to a renter over the course of a four-year college term, with increased savings of \$9280 to an individual with a small increase in allowed occupancy, which would enable more of a cushion and helping to avoid homelessness.

Public comment concluded at 6:55 p.m.

## H) PUBLIC COMMENT FOLLOW-UP

Councilmember Julie Pignataro asked for staff to respond to the concerns raised regarding the bond issuance for Connexion. Chad Crager stated the interest on the bonds being issued is being paid from Connexion customer revenue. Crager also noted there is a resident feedback group for Connexion with which financial estimates and planning have been shared. Crager committed to following up with a memo when the process of reviewing bond accreditation is complete.

Councilmember Pignataro also asked for some additional information about the site cleanup process. Assistant City Manager Rupa Venkatesh shared the teams involved in cleanup process, including the Police HOPE Team with special training and Outreach Fort Collins, and how engagement occurs when individuals experiencing homelessness are present at the time of a cleanup, although noting that in most instances clean up is occurring at sites that have been abandoned.

Councilmember Pignataro then thanked community members for coming out to comment on U+2.

Councilmember Susan Gutowsky referenced comments made about some of those present who are older and comfortable, and don't have the same kinds of responsibilities, and how those comments can be disparaging and walk the line on ageism, encouraging everyone to stay to the facts and avoid calling names.

***Clerk's Note: Mayor Arndt called for a break at 6:53 p.m. The meeting resumed at 7:06 p.m.***

**COUNCILMEMBER REMOVAL OF ITEMS FROM CONSENT CALENDAR FOR DISCUSSION**

None.

**J) CONSENT CALENDAR**

- 1. Consideration and Approval of the Minutes of the August 8, 2023 Special Meeting and the August 15, 2023 Regular Meeting.**

*The purpose of this item is to approve the minutes of the August 8, 2023 special meeting and the August 15, 2023 regular meeting.*

***Approved.***

- 2. Second Reading of Ordinance No. 104, 2023, Appropriating Unanticipated Revenue from Bond Proceeds from the Issuance of the Series 2023 Electric Utility Enterprise Revenue Bonds for Light and Power, Connexion, and the Art in Public Places Program.**

*This Ordinance, unanimously adopted on First Reading on August 15, 2023, appropriates the funds received from the bond issuance in the Light and Power Fund. These proceeds will be used to fund capital projects needing to occur for both Light and Power and Connexion, as well as for operating funds for Connexion, to pay issuance costs for the Series 2023 Revenue Bonds, and to transfer certain funds required by the Art in Public Places Program (APP Program) for the capital projects.*

*There was an error in the Ordinance on First Reading in Section 2. The appropriation amount expressed in words did not match the numerical value. The numerical value was correct and reflected throughout the Ordinance. The appropriation amount expressed in words has been updated to match the numerical value.*

***Adopted on Second Reading.***

- 3. Second Reading of Ordinance No. 105, 2023, Appropriating Prior Year Reserves in the General Fund to Continue the Encampment Site Cleanup Pilot Program.**

*This Ordinance, unanimously adopted on First Reading on August 15, 2023, appropriates \$200,000 in additional funds to continue the encampment site cleanup pilot program. In Fall 2022, staff identified a backlog of site cleanups throughout the City and determined that cleanups needed to shift from twice a month to once per week. This was implemented towards the end of January 2023 with the recognition that additional funds would be needed if this pilot program achieved desired results.*

***Adopted on Second Reading.***

- 4. Second Reading of Ordinance No. 106, 2023, Making Supplemental Appropriations from the 2023 Colorado Opioid Settlement Funds for Use by the Municipal Court.**

*This Ordinance, unanimously adopted on First Reading on August 15, 2023, appropriates \$75,000 of the City's share of 2023 funds from the Colorado Opioid Settlement to be used in the remainder of 2023 to work towards establishing a municipal drug court program for persons with opioid use disorder and co-occurring substance use or mental health issues. This is a permitted use for these funds under the Colorado Opioid Settlement Memorandum of Understanding ("MOU") between the City and the State of Colorado.*

***Adopted on Second Reading.***

5. **Second Reading of Ordinance No. 107, 2023, Appropriating Prior Year Reserves Designated for Fire Protection Services in the Fire Protection Capital Expansion Fee Account within the Capital Expansion Fee Fund for Payment to the Poudre Fire Authority to be Used by it for a New Headquarters Building.**

*This Ordinance, unanimously adopted on First Reading on August 15, 2023, appropriates funds from the reserves in the Fire Protection Capital Expansion Fee Account within the City's Capital Expansion Fee Fund ("CEF Fund") and payment of those funds to the Poudre Fire Authority ("PFA") for its purchase of a new Headquarters Building.*

***Adopted on Second Reading.***

6. **Second Reading of Ordinance No. 108, 2023, Appropriating Prior Year Reserves in the General Fund for the Purchase of Police Radios.**

*This Ordinance, unanimously adopted on First Reading on August 15, 2023, requests an appropriation in the amount of \$620,000 for the purchase of police handheld radios and approve the use of prior year reserves in the General Fund. There are currently 242 total handheld radios with 130 replaced in 2022. This leaves the remaining 112 radios needing to be replaced.*

***Adopted on Second Reading.***

7. **Second Reading of Ordinance No. 109, 2023, Making a Supplemental Appropriation from the Colorado Division of Criminal Justice of Unanticipated Grant Revenue for Various Restorative Justice Services Programs.**

*This Ordinance, unanimously adopted on First Reading on August 15, 2023, appropriates grant revenue to fund Restorative Justice Services within Community Development and Neighborhood Services. A grant in the amount of \$57,356 has been awarded from the Colorado Division of Criminal Justice (DCJ) Juvenile Diversion Fund for the continued operation of Restorative Justice Services, which includes the RESTORE program for shoplifting offenses, and the Restorative Justice Conferencing Program (RJCP) and Reflect Program for all other offenses. No match is required and the grant period is July 1, 2023, to June 30, 2024.*

***Adopted on Second Reading.***

8. **First Reading of Ordinance No. 110, 2023, Appropriating Prior Year Reserves and Philanthropic Revenue Received Through City Give for The Carnegie Center for Creativity as Designated by the Donors.**

*The purpose of this item is to request appropriation of \$100,000 in philanthropic revenue received through City Give for The Carnegie Center for Creativity as designated by the donors.*

*In 2019, City Give, a formalized enterprise-wide initiative was launched to create a transparent, non-partisan governance structure for the acceptance and appropriations of charitable gifts.*

***Adopted on First Reading.***

9. **Items Related to the Implementation of a Strengthening Mobility and Revolutionizing Transportation (SMART) Grid Electric Vehicle Charge Management Solution.**

*A. Resolution 2023-077 Authorizing the Execution of an Intergovernmental Agreement Between the City of Fort Collins and the U.S. Department of Transportation for Implementation of a SMART Grid Electric Vehicle Charge Management Solution.*

*B. First Reading of Ordinance No. 111, 2023, Making a Supplemental Appropriation of Grant Funds from the U.S. Department of Transportation SMART Grants Program in Support of the City of Fort Collins Electric Vehicle Fleet.*

*The City successfully applied for \$1,059,037 under the U.S. Department of Transportation (USDOT) SMART Grants Program to support implementing a SMART Grid Electric Vehicle (EV) charge management solution to control usage of City owned EV chargers to reduce energy consumption (the SMART Grid Project).*

*The purpose of this item is to support this project by:*

- *Authorizing the Mayor to execute an Intergovernmental Agreement (IGA) with the USDOT for implementing the SMART Grid Project; and*
- *Appropriating \$1,059,037 of unanticipated grant revenue from USDOT.*

***Adopted Resolution and Adopted Ordinance on First Reading.***

**10. First Reading of Ordinance No. 112, 2023, Making Supplemental Appropriations and Authorizing Transfers for the “Planning to Implement Future Innovation Zones” Project.**

*The purpose of this item is to develop the Innovation Zones Project Plan by:*

- *Appropriating \$50,000 of unanticipated grant revenue, awarded by the Colorado Department of Transportation’s Office of Innovative Mobility; and*
- *Utilizing matching funds in the amount of \$10,000 from existing 2023 appropriations into this new grant project.*

***Adopted on First Reading.***

**11. First Reading of Ordinance No. 113, 2023, Making Supplemental Appropriations and Authorizing Transfers for the City of Fort Collins Electric Vehicle Readiness Roadmap Update.**

*The purpose of this item is to update the City’s 2017 Electric Vehicle (EV) Readiness Roadmap by:*

- *Appropriating \$40,000 of unanticipated grant revenue, awarded by the Colorado Energy Office; and*
- *Utilizing matching funds in the amount of \$13,333 from existing 2023 appropriations into this new grant project.*

***Adopted on First Reading.***

**12. First Reading of Ordinance No. 114, 2023, Amending Various Sections of the Code of the City of Fort Collins to Correct References to the Building Review Board and to Correct References to Meeting Minutes Requirements.**

*The purpose of this item is to amend various sections of City Code. During the work of the Ad Hoc Committee on Boards and Commissions, staff identified necessary edits to all reference to the Building Review Board. Those references should be changed to the Building Review Commission, which is in line with City Ordinance No. 049, 2021. Also, staff identified numerous incorrect references to the requirement for various bodies to record meeting minutes.*

***Adopted on First Reading.***



13. **First Reading of Ordinance No. 115, 2023, Authorizing Conveyance of a Permanent Non-Exclusive Utility Easement on Property Jointly Owned by the City and the City of Loveland at the Northern Colorado Regional Airport for the AeroFNL Development.**

*The purpose of this item is to authorize a permanent non-exclusive utility easement over a portion of the Northern Colorado Regional Airport property owned jointly by the City of Fort Collins and the City of Loveland and leased by IC Loveland Investors, LLC, to allow for the installation and maintenance of electrical infrastructure for the new AeroFNL development.*

**Adopted on First Reading.**

14. **Resolution 2023-078 Approving the Execution of the Fifth Amended Intergovernmental Agreement Establishing the Larimer Emergency Telephone Authority.**

*The purpose of this item is to approve an agreement to amend and supersede an intergovernmental agreement (IGA) establishing an "E911" Emergency Telephone Service. The City is a party to an Intergovernmental Agreement (the "E-911 IGA") dated November 14, 1990, which established a separate legal entity called the Larimer Emergency Telephone Authority ("LETA"). LETA is responsible for operating the emergency telephone service program (911) and defining how each of the parties will participate in the Authority. The LETA Board of Directors recently approved an amended E-911 IGA to expand services and representation in LETA operations into Jackson County. This Resolution approves execution of the Fifth Amended Intergovernmental Agreement for the Establishment of the Larimer County Emergency Telephone Authority.*

**Adopted.**

15. **Resolution 2023-079 Amending the Existing Intergovernmental Agreement Between the City of Fort Collins and the Colorado Department of Transportation for the Reconstruction of the US 287 and Troutman Traffic Signal to Extend the Agreement's Expiration Date.**

*The purpose of this item is to extend the expiration date of an existing Intergovernmental Agreement ("IGA") with the Colorado Department of Transportation ("CDOT") that is set to expire on September 11, 2023, to September 11, 2025. This date will allow for staff to complete the work and receive the full \$250,000 reimbursement amount identified in the IGA.*

**Adopted.**

16. **Resolution 2023-080 Adopting Findings of Fact in Support of the City Council's Decision on Appeal to Remand the Planning and Zoning Commission Approval of a Major Amendment to the Ziegler-Corbett Overall Development Plan.**

*The purpose of this item is to make findings of fact and conclusions regarding Council's decision at the August 15, 2023, appeal hearing to remand the Planning and Zoning Commission decision to approve the Ziegler-Corbett Overall Development Plan Major Amendment back to the Planning and Zoning Commission for further consideration.*

**Adopted.**

17. **Resolution 2023-081 Making an Appointment to the Human Relations Commission.**

*The purpose of this item is to fill a vacancy on the Human Relations Commission.*

**Adopted.**

**Mayor Pro Tem Francis moved, seconded by Councilmember Pignataro, to approve the recommended actions on items 1-17 on the Consent Calendar.**

**The motion carried 7-0.**

#### **K) CONSENT CALENDAR FOLLOW-UP**

Councilmember Shirley Peel mentioned how item 8 for funding closing the gap for the Carnegie Foundation, noting she was able to tour that building and see the renovation being done there.

Councilmember Susan Gutowsky also shared how also taking a tour of the facility was impressive, and demonstrated how the renovation is taking the building down to the bones to show off its architecture.

Mayor Jeni Arndt congratulated Kevin Goff on being appointed to the Human Relations Commission.

Councilmember Kelly Ohlson noted items 9-11 include actions relating to electric vehicles that all indicated board and commission involvement is not applicable when there are City advisory boards that would be appropriate to consult with on these sorts of matters.

#### **L) STAFF REPORTS**

None.

#### **M) COUNCILMEMBER REPORTS**

Councilmember Susan Gutowsky

- The Behavioral Health Policy council met recently about the Longview Mental Health Facility that will be opening this month after being funded through a tax initiative in 2018. The first patients will be served beginning in December. She also noted this year over \$2,800,000 were distributed through the tax that was implemented, noting it is an efficient process for distributing this money.

Councilmember Shirley Peel

- At a recent listening session, Code Compliance staff and the Police HOPE team were present to help answer resident questions and concerns. She shared appreciation for the staff who participated.
- The Chamber is celebrating Small Business September.

#### **N) CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT CALENDAR FOR INDIVIDUAL DISCUSSION**

None.

**Clerk's Note: Mayor Arndt called for a 15-minute break at 7:10 p.m. The meeting resumed at 7:25 p.m.**

#### **O) CONSIDERATION OF ITEMS PLANNED FOR DISCUSSION**

**18. Items Relating to City Council's Direction to Address Existing Occupancy Regulations.**

*A. Possible Public Hearing and Motion(s) Regarding Protest(s) of Ballot Language.*

*B. Resolution 2023-082 Directing City Staff to Prepare and Present to Council Amendments to the City of Fort Collins Land Use Code Increasing Limits on Occupancy in Residential Dwellings.*

*C. Resolution 2023-083 Referring to the Registered Electors of the City of Fort Collins Resolution 2023-082, Concerning Amending the Fort Collins Land Use Code to Increase the Occupancy Allowed in Residential Dwellings.*

*Any protest of the proposed ballot language must be received no later than Tuesday, September 5, 2023, at noon. Protest(s) shall be heard, considered and resolved by the Council prior to adoption of the related Resolution. If protests are received, copies will be included in Council's "Read Before the Meeting" packet.*

Senior Project Manager Sylvia Tatman-Burruss introduced the item and presented as set forth in the slide deck in the agenda packet. Assistant City Attorney II Aaron Guin was also available for questions as part of the presentation and discussion.

#### PUBLIC COMMENT

Rich Stave spoke about how this is an emotionally charged issue but fails to see how it will save anyone money. Regarding assertions that the current ordinance is unenforceable, a similar argument could be made about speed limits since people still speed, but those people are taking a risk of enforcement and fines. Stave also stated it has been heard that CSU increased enrollment without increasing available student housing, and it shouldn't be the community's issue to solve.

#### COUNCIL DISCUSSION

Councilmember Pignataro asked how a June 2024 timeframe was established. Tatman-Burruss noted it was based on time for community engagement as well as preparing materials for Council. Pignataro followed up by asking what we would expect to see and be looking for in choosing additional time for community engagement.

Mayor Pro Tem Francis noted prior studies have been mainly about the impact of U+2 and who is violating it, but we haven't done studies on potential options for adjustments. Ginny Sawyer noted the interpretation of previous studies is correct, while we haven't looked at more nuanced options like an extra occupancy program.

Councilmember Pignataro noted there are things we know as a Council are totally wrong, like having the government define family and that shouldn't wait 6 months. There was discussion about the potential to take action in two parts.

Mayor Arndt noted she has been talking to a lot of people since the excellent discussion by the Council at the previous meeting. She voiced support for directing staff to prepare potential actions for Council but not to refer something to the voters at this time, rather considering passing an ordinance that could then be referred to the voters.

Councilmember Peel asked to clarify if there are things that could be done immediately, could it be possible to pass proposed Resolution 2023-083, and bring things incrementally that could be passed immediately.

Councilmember Ohlson asked for a clarification noting the timing indicates a no later than time but doesn't require it to wait until that time. He spoke in support of keeping actions together on this matter.

Councilmember Canonico voiced support for Resolution 2023-083 rather than referring the subject to the ballot.

In response to a question about whether the resolution is necessary for work to continue, City Manager Kelly DiMartino stated there is a clear direction from at least three Councilmembers from this conversation to proceed with this work and also noted the timing indicated was driven by providing options that ensure there is ample time to make next year's ballot if desired.

Councilmember Gutowsky voiced support for referring it to staff, and wondered if taking action by resolution would provide more clarity to the next Council.

Councilmember Ohlson spoke as someone who has and will support U+2, and who will be on the next Council, he is committed to working on this.

Mayor Pro Tem Francis stated a preference for a formal action with a timeline via the resolution.

Councilmembers Peel and Canonico stated their agreement in support of the resolution.

***Mayor Pro Tem Francis moved, seconded by Councilmember Peel, to adopt on first reading Resolution 2023-082 Directing City Staff to Prepare and Present to Council Amendments to the City of Fort Collins Land Use Code Increasing Limits on Occupancy in Residential Development.***

Councilmember Ohlson stated he will not be supporting the resolution, as it presumes the action that will be taken rather than moving forward with exploratory work and shared regarding the history of the development of the current form of U+2 in response to neighborhood issues. He also stated a commitment to fixing the definition of family in a way that does not just serve to increase the number of allowed residents.

Councilmember Canonico stated support for having staff bringing this forward with options that can address the concerns of Councilmember Ohlson's area while noting this is something affecting all neighborhoods in the city.

Mayor Pro Tem Francis asked for follow up on if we actually have numbers around increased CSU enrollment versus the city's population. She also noted this resolution doesn't presume what will be brought to Council for consideration but rather says Council is committed to looking at options to increase occupancy.

Councilmember Peel stated agreement with Councilmember Ohlson's concerns while feeling like the process remains open to looking at different ideas to address this issue, which was also reiterated by Mayor Arndt.

Councilmember Gutowsky reiterated belief that a resolution is not required and therefore will not be voting for it.

Councilmember Peel commended community members for coming forward to share their views as well as potential solutions and encouraged people to continue sharing solutions.

Councilmember Ohlson reiterated he won't support by the resolution but remains committed to working with the Council on shared solutions to this issue.

***The motion to Adopt Resolution 2023-082 carried 5-2.***

***Ayes: Mayor Arndt, Mayor Pro Tem Francis, Councilmembers Peel, Canonico, and Pignataro.***

***Nays: Councilmembers Gutowsky and Ohlson.***

***No motion was made regarding Resolution 2023-083.***

19. **First Reading of Ordinance No. 116, 2023, Amending the Land Use Code Regarding Buffering Between Buildings with Occupiable Space and Oil and Gas Facilities.**

*Based on Council direction during the October 25, 2022, Work Session discussion and the April 2023 adoption of Ordinance No. 151, 2022 for new oil and gas well sittings, staff seek to update the reverse setback development standards (LUC 3.8.26) to reflect recent changes in the **Colorado Energy and Carbon Management Commission (ECMC)** regulations, recently adopted Ordinance No. 151, 2022 – AMENDING THE LAND USE CODE TO REGULATE OIL AND GAS FACILITIES AND PIPELINES, and lessons learned over the past 4 years, including:*

- *Apply reverse setback buffers to all occupiable buildings, not just residential uses; and*
- *Explicitly state required setback buffers, rather than refer generally to ECMC rules; and*
- *Create a more predictable pathway for abandoned/inactive well types; and*
- *Eliminate the buffer exemption for crossings of arterial roadways.*

Interim Senior Manager, City Planning Clay Frickey introduced the item before turning the presentation over to Senior Environmental Planner Kirk Longstein who presented as set forth in the slide deck in the agenda packet. Also present to assist with questions was Assistant City Attorney Brad Yatabe.

**PUBLIC COMMENT**

Bill Swalling, Centennial resident, spoke of concerns of impact to existing communities and not being able to put playgrounds in these areas.

Rich Stave stated in trying to read through materials he didn't follow everything, but in the presentation tonight had questions about if these proposals are in areas currently within city limits or that may in the future be in the city limits.

**COUNCIL DISCUSSION**

Councilmember Pignataro stated there is a lot of very technical material provided for this item, which she also followed when it was before the Air Quality Advisory Board. Regarding the 2018 Environmental Site Assessment related to Country Club Reserve, knowing that all our recommendations request a new site assessment after 5 years she asked the purpose of providing one that is 5 years old. Planner Longstein indicated the purpose is letting the public know we have no evidence to believe there are elevated hydrocarbons related to these wells, and to demonstrate the type of information we are seeking to require as part of this code.

Pignataro indicated the presentation has an updated slide 12 with updated options but asked to step back for a bit so staff can talk about the why about why we are looking at this and why now. Longstein indicated this was a suggested workstream in 2022 given the rulemaking happening then at the state and associated emerging literature. Staff is continuing to pursue this because there is evidence to show there is some level of risk for community members that live within proximity to active wells, with emerging literature about these impacts. There are setbacks that are in place of 500 feet, while based on what is happening at the state and in other Front Range communities, these recommendations increase that distance.

Councilmember Pignataro stated she does not see an argument for removing the point-of-sale disclosure requirement, and asked if there are things she is missing. Longstein indicated this was a discussion at the Planning and Zoning Commission including how someone would know if they were in the vicinity of a well.

Councilmember Gutowsky asked for staff clarification on where this requirement would be removed. Longstein indicated it would remove the requirement from City Code and leave the general Sellers Disclosure Statement that does include environmental sections.

Mayor Pro Tem Francis asked about how prescriptive the disclosure requirements are. Longstein indicated it requires 14-point font on a standalone document. Francis asked from a health and safety perspective what the point is of prohibiting a park in existing communities when residents

already live there and will be outside. Longstein indicated the policy intent was to address larger scale types of gathering places that could draw in additional people to the area.

Councilmember Peel thanked staff for the table put together and provided in the materials provided in that day's read before packet. Peel asked why there is a 2000-foot setback for injection wells that are not above ground. Longstein indicated there were a number of conversations about this in particular, including expert testimony at the Planning and Zoning Commission. These types of wells are regulated by a federal statute and the EPA has the technical guidance around them which defines the zone of endangering influence, which led to the suggestion of a modification to the 2000-foot setbacks if an applicant provides additional information through the modification process. The injection wells present potential concerns with soil, grass, groundwater and surface water impacts.

Councilmember Peel clarified state statute does not have reverse setbacks. Peel then asked if this is just for new development and if the wells in the part of the city are in developed areas or areas already under development, what is being excluded? Longstein indicated new development applications could include areas with abandoned and unplugged wells such as Montava, the property south of Mountain Vista, as well as a small number of other areas.

Mayor Arndt asked what the practical impacts of these regulations would be if they were only applied to new development. Frickey indicated the focus of this conversation is on development in buffer zones where there may not be awareness of potential health risks.

Councilmember Canonico asked with the potential for rule 211 hearings to close wells, how many wells would then remain unplugged in the city. Longstein indicated this is a new process and the City has been in conversation with other government entities about moving forward with applications but there is not have a good sense of timing. If the hearings are successful, it is not yet known how the funding would go although there is an assumption the Prospect Energy funding for this would be utilized. Canonico advocated for delaying until we have that hearing.

Councilmember Peel clarified the distinction between dry wells that were never producing, as well as a plugged and abandoned well. The intent of making the setback 150 feet for fully reclaimed wells was to incentivize this as a policy objective.

Councilmember Pignataro asked if this is delayed six months, would the process of adopting reverse setbacks have to start over. Longstein indicated since there was existing ordinance language developed, that could be brought forward again in the same or similar format if Council did not direct changes before it was considered again.

Councilmember Gutowsky asked for clarification on the Saunders project. Longstein indicated their application was considered complete in late August and would be considered under the existing standards.

Councilmember Ohlson shared frustration with how long Council wrestles with health and safety issues, noting staff supports moving forward tonight, as does Planning and Zoning Commission 7-0, as does the Natural Areas Advisory Board as well as other bodies, which actually points out how weak this proposal is and recommends several additional changes.

Councilmember Canonico stated she is not opposed to this but has consideration for people already living within these setbacks and would like to see a resolution.

Mayor Arndt concurred, and also reiterated her support for buying out these wells and plugging them for the good of the community.

Councilmember Ohlson stated opposition to excluding existing homes due to the health and safety concerns.

Mayor Pro Tem Francis requested clarifications regarding the ECMC 211 hearing process and timing. Longstein indicated it would take 4-6 months to schedule a hearing, and then a decision would need to be made and the wells then plugged and abandoned and inspected. Once wells were plugged and abandoned, the reverse setback would change to 150 feet.

Councilmember Ohlson asked what led to developing the 150-foot setback for plugged and abandoned wells. Longstein shared peer city setback buffer comparisons and indicated it was a suggestion from industry working in that field that is the distance needed for equipment to access the site.

In response to a prompt from Councilmember Pignataro, Longstein provided an overview of the discussion and information shared at the Air Quality Advisory Board meeting regarding the recommendation for a 5-year span for testing of plugged and abandoned wells, rather than continuing in perpetuity.

There was discussion amongst the Council regarding areas of consensus for taking action.

**Mayor Pro Tem Francis moved, seconded by Councilmember Ohlson, to adopt on first reading Ordinance No. 116-2023 Amending the Land Use Code Regarding Buffering Between Buildings with Occupiable Space and Oil and Gas Facilities.**

Councilmember Pignataro requested clarification of what would practically be different before moving forward with option 1 versus option 2a.

**The motion carried 6-1.**

**Ayes: Mayor Arndt, Mayor Pro Tem Francis, Councilmembers Ohlson, Canonico, Pignataro, and Gutowsky.**

**Nays: Councilmember Peel.**

**Clerk's Note: Mayor Arndt called for a 10-minute break at 9:35 p.m. The meeting resumed at 9:48 p.m.**

## 20. Items Implementing Recommendations from the Ad Hoc Committee on Boards and Commissions.

- A. *First Reading of Ordinance No. 117, 2023, Amending Chapter 2, Article III, Division 1 of the Code of the City of Fort Collins to Add City Council Liaison Responsibilities.*
- B. *First Reading of Ordinance No. 118, 2023, Amending Chapter 2, Article III, Division 2 of the Code of the City of Fort Collins to Modify Type 1 Advisory Board Composition and Functions and Eliminate One-Year Terms.*
- C. *First Reading of Ordinance No. 119, 2023, Amending Chapter 2, Article III, Division 3 of the Code of the City of Fort Collins to Eliminate One-Year Terms of Type 2 Advisory Boards.*
- D. *First Reading of Ordinance No. 120, 2023, Reorganizing Chapter 2, Article VII, Divisions 1 and 2 of the Code of the City of Fort Collins to Consolidate the Ethical Rules of Conduct and Board of Ethics Sections with a Complaint Process for Violations of the Code of Conduct.*
- E. *Resolution 2023-084 Approving Amendments to the Respectful Workplace Policy and Renaming it the Anti-Discrimination and Anti-Harassment Policy.*
- F. *Resolution 2023-085 Approving a Code of Conduct for City Councilmembers and Board and Commission Members.*
- G. *Discussion and Direction to Staff Regarding Ex-officio Members.*

*The purpose of these items is to consider resolutions and amendments to various divisions of Chapter 2 of the Municipal Code to reflect the recommendations of the Ad Hoc Committee on Boards and Commissions.*

Assistant City Manager Rupa Venkatesh introduced the item and then presented as set forth in the slide deck in the agenda packet. Also present for questions were Public Engagement Specialist Davina Lau and Senior Assistant City Attorney Jenny Lopez Filkins.

## PUBLIC COMMENT

Stefanie Berganini, Fort Collins resident, shared appreciation for these recommendations, including shifting to minimum of two-year terms; adding an ex officio member of the Affordable Housing Funding Board from Housing Catalyst; and the broader definition of what gender looks like in the reshaping of the Women and Gender Equity Board.

Rich Stave, Fort Collins resident, commented regarding the term ex officio and suggested instead of making ex officio members, there should be equal opportunity for the public to attend board meetings. Stave also brought forward the issue of Super Board meetings and the need to ensure the general public is allowed to attend with proper meeting announcements.

## COUNCIL DISCUSSION

Councilmember Pignataro asked about public comment at board meetings and if there were recommendations to be incorporated for time limits for comments. Staff indicated that recommendation would be incorporated in the Boards and Commissions manual that will come to Council for adoption on September 19.

In response to a question from Council, Specialist Lau indicated all board and commission meetings, including Super Issue meetings, are publicly noticed on the City event calendar and open to the public to attend, although there may not always be public comment.

Mayor Pro Tem Francis stated support for removing the addition of ex officio members to boards at this time until there is a consistent policy developed before the end of the year. Mayor Arndt concurred.

Councilmember Ohlson shared appreciation for the suggestion on ex officio members. Ohlson also shared he would not be voting for Ordinance 117 because of concerns about changes to the Council liaison responsibilities and number 3 diminishing the role of the second member of an interview team. There was discussion by the Council on this point.

***Mayor Pro Tem Francis moved, seconded by Councilmember Canonico, to adopt on first reading Ordinance No. 117-2023 Amending Chapter 2, Article III, Division 1 of the Code of the City of Fort Collins to Add City Council Liaison Responsibilities.***

***The motion carried 6-1.***

***Ayes: Mayor Arndt, Mayor Pro Tem Francis, Councilmembers Peel, Canonico, Pignataro, and Gutowsky.***

***Nays: Councilmember Ohlson.***

There was discussion around how to handle ex officio members, both currently in the code and recommended for addition to the code. Councilmembers discussed removing all ex officio members from any board and commission until a consistent policy is developed.

***Mayor Pro Tem Francis moved, seconded by Councilmember Gutowsky, to adopt on first reading Ordinance No. 118-2023 Amending Chapter 2, Article II, Division 2 of the Code of the City of Fort Collins to Modify Type 1 Advisory Board Composition and Functions and Eliminate One-Year Terms, with the additional change to amend section 2-114 to change the number of members of the Women and Gender Equity Board from 9 to 7 and to remove all references to ex officio members.***

***The motion carried 7-0.***



**Mayor Pro Tem Francis moved, seconded by Councilmember Gutowsky, to adopt on first reading Ordinance No. 119-2023 Amending Chapter 2, Article III, Division 3 of the Code of the City of Fort Collins to Eliminate One-Year Terms of Type 2 Advisory Boards.**

**The motion carried 7-0.**

**Mayor Pro Tem Francis moved, seconded by Councilmember Canonico, to adopt on first reading Ordinance No. 120-2023 Reorganizing Chapter 2, Article VII, Divisions 1 and 2 of the Code of the City of Fort Collins to Consolidate the Ethical Rules of Conduct and Board of Ethics Sections with a Complaint Process for Violations of the Code of Conduct.**

**The motion carried 7-0.**

**Mayor Pro Tem Francis moved, seconded by Councilmember Pignataro, to adopt Resolution 084 Approving Amendments to the Respectful Workplace Policy and Renaming it the Anti-Discrimination and Anti-Harassment Policy.**

**The motion carried 7-0.**

Councilmember Ohlson shared concerns regarding Resolution 2023-085.

**Mayor Pro Tem Francis moved, seconded by Councilmember Gutowsky, to adopt on first reading Resolution 085 Amending the Land Use Code to Include Regulations for Areas and Activities of State Interest, including staff recommendations of 2a and 2 b.**

**The motion carried 6-1.**

**Ayes: Mayor Arndt, Mayor Pro Tem Francis, Councilmembers Peel, Canonico, Pignataro, and Gutowsky.**

**Nays: Councilmember Ohlson.**

**21. First Reading of Ordinance No. 121, 2023, Amending the Land Use Code to include Regulations for Making Water Adequacy Determinations.**

*The purpose of this item is to adopt Land Use Code provisions to add specific regulations outlining how the City will make water adequacy determinations for development. The proposed regulations are divided into three different categories for: (1) established potable water supply entities; (2) new, or other potable water supply entities; and, (3) non-potable water supply entities. The goals of these changes include: complying with Colorado state statutory requirements (Section 29-20-301, et seq., C.R.S.); ensuring development has an adequate water supply; providing City staff with guidance to make these determinations and applicants with certainty on the requirements; and ensuring that growth and development in the City occur in a planned and coordinated manner. Other than minor, non-substantive clarifications, the proposed regulations are the same as those discussed at the June 6, 2023, Work Session. The Planning & Zoning Commission has recommended adoption of the proposed regulations (4-2 vote).*

PDT Deputy Director Paul Sizemore introduced the item before turning the presentation over to Interim Planning Manager Clay Frickey who presented as set forth in the slide deck in the agenda packet. Also present for questions were Assistant City Attorney Eric Potyondy and Senior City Attorney Brad Yatabe.

**PUBLIC COMMENT**

Rich Stave, Fort Collins resident, suggested tossing this ordinance out as it doesn't seem to add value for Fort Collins residents. Water is always going to be an issue.

Mike Schied, General Manager East Larimer Water District (ELCO), stated appreciation for the additional work and staff collaboration on this item and support for its current state.

**COUNCIL DISCUSSION**

Councilmember Peel asked to confirm that existing water provider entities would not be charged in the development review process, but a new provider would. Staff confirmed a new provider would need to pay a review fee to cover staff work to evaluate their application. Peel commended staff in putting this packet together well organizationally in presenting the information and different views and inputs.

Mayor Arndt asked how in the 1041 process we are adding bureaucracy and time, and whether there would be a time limit on this process? Staff confirmed there would be, and clarified how staff would take a consultant's report and review that and all of this would be done during the course of the development review process.

Councilmember Gutowsky asked if there is a plan in place for default by a developer as a new water provider? Staff indicated that would be a pretty unprecedented scenario but would think it may be possible to see if the existing provider would like to take it over. It was emphasized that the financial analysis and review component is essential.

***Mayor Pro Tem Francis moved, seconded by Councilmember Ohlson, to adopt on first reading Ordinance No. 121-2023 Amending the Land Use Code to Include Regulations for Making Water Adequacy Determinations.***

***The motion carried 6-1.***

***Ayes: Mayor Arndt, Mayor Pro Tem Francis, Councilmembers Ohlson, Canonico, Pignataro, and Gutowsky.***

***Nays: Councilmember Peel.***

**OTHER BUSINESS**

- OB 1. **Possible consideration of the initiation of new ordinances and/or resolutions by Councilmembers.**

*(Three or more individual Councilmembers may direct the City Manager and City Attorney to initiate and move forward with development and preparation of resolutions and ordinances not originating from the Council's Policy Agenda or initiated by staff.)*

None.

- OB 2. **Consideration of a motion to cancel the Tuesday, November 7, 2023, Regular Council meeting:**

"I move, pursuant to City Code Section 2-28(a), that Council cancel its regular meeting on Tuesday, November 7, 2023, due to the election that day."

***Mayor Pro Tem Francis moved, seconded by Councilmember Canonico, that Council cancel its regular meeting on Tuesday, November 7, 2023, due to the election that day.***

***The motion carried 7-0.***

- OB 3. **Consideration of a motion to cancel the Tuesday, January 2, 2024, Regular Council meeting:**

"I move, pursuant to City Code Section 2-28(a), that Council cancel its regular meeting on Tuesday, January 2, 2024."

***Mayor Pro Tem Francis moved, seconded by Councilmember Ohlson, that Council cancel its regular meeting on Tuesday, January 2, 2024.***

***The motion carried 7-0.***

- OB 4. **Motion to adjourn this meeting until after the completion of the Electric Utility Enterprise Board business:**

***Mayor Pro Tem Francis moved, seconded by Councilmember Ohlson, that Council adjourn this meeting until after the completion of the Electric Utility Enterprise Board business.***

***The motion carried 7-0.***

The meeting adjourned to the Electric Utility Enterprise Board meeting at 11:03 p.m.

At 11:07 p.m., following the Electric Utility Enterprise Board meeting, the Council meeting resumed. The same members were present at the resumption of the meeting as in the initial roll call.

Item 1.

**ADJOURNMENT**

There being no further business before the Council, the meeting was adjourned at 11:07 p.m.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

DRAFT

## AGENDA ITEM SUMMARY

City Council



---

### STAFF

Nina Bodenhamer, City Give Director  
Ted Hewitt, Legal

---

### SUBJECT

**Second Reading of Ordinance No. 110, 2023, Appropriating Prior Year Reserves and Philanthropic Revenue Received Through City Give for The Carnegie Center for Creativity as Designated by the Donors.**

---

### EXECUTIVE SUMMARY

This Ordinance, unanimously adopted on First Reading on September 5, 2023, is to request appropriation of \$100,000 in philanthropic revenue received through City Give for The Carnegie Center for Creativity as designated by the donors.

In 2019, City Give, a formalized enterprise-wide initiative was launched to create a transparent, non-partisan governance structure for the acceptance and appropriations of charitable gifts.

---

### STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on Second Reading.

---

### BACKGROUND / DISCUSSION

The historic 1904 Carnegie building is one of the oldest, continuously operating public buildings in Fort Collins. Carnegie libraries were often the first public libraries in communities across the country. Operated by the City of Fort Collins and designated a local Historic Landmark in 1978, the building is now the Carnegie Center for Creativity (CCC) dedicated to affordable, community-focused cultural space.

The ambitious renovation focuses on both historic restoration and infrastructure investments to ensure the Center continues to serve Fort Collins as an affordable, community-focused space for gallery exhibitions, performance, classes, and special events.

The current project estimate for the full renovation is \$6,200,000 with \$2.2M provided through the generosity of local voters via a 2015 Community Capital Improvement Program ballot measure. A Community Revitalization Grant from the State's Colorado Creative Industries providing \$2,400,000 in funding. The City of Fort Collins General Fund invested \$900,000 in ADA and structural upgrades as Phase 1 of this project. Private funding is being sought to address final funding needs to bring this important project to fruition.

This Appropriation reflects the generosity of three funders: Colorado-based El Pomar Foundation with an award of \$25,000; Denver-based Gates Family Foundation with an award of \$25,000; and, local Bodenhamer Family with a gift of \$50,000.

**CITY FINANCIAL IMPACTS**

---

This Ordinance will appropriate \$100,000 in philanthropic revenue received through City Give for The Carnegie Center for Creativity. The funds have been received and accepted per the City Give Administrative and Financial Policy.

The City Manager has also determined that these appropriations are available and previously unappropriated from the designated funds and will not cause the total amount appropriated in these funds to exceed the current estimate of actual and anticipated revenues and all other funds to be received in these funds during fiscal year 2023.

The gift received in 2022 from local Bodenhamer Family totaling \$50,000 is being appropriated from prior year reserves; the awards from El Pomar and Gates Family Foundation are being appropriated from unanticipated 2023 revenues.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

None.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

1. Ordinance for Consideration

ORDINANCE NO. 110, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
APPROPRIATING PRIOR YEAR RESERVES AND PHILANTHROPIC REVENUE  
RECEIVED THROUGH CITY GIVE FOR THE CARNEGIE CENTER FOR CREATIVITY  
AS DESIGNATED BY THE DONORS

WHEREAS, in 2015, the Fort Collins electorate approved the Community Capital Improvement Program Ballot Measure, which helped to support the renovation of the City’s Carnegie Center for Creativity (“Carnegie Center”); and

WHEREAS, renovation work on the Carnegie Center began in 2021; and

WHEREAS, El Pomar Foundation and the Gates Family Foundation have each generously awarded the City \$25,000 to support the renovation work on the Carnegie Center; and

WHEREAS, the Bodenhamer Family has generously donated \$50,000 to support the renovation work on the Carnegie Center; and

WHEREAS, this appropriation benefits public health, safety and welfare of the citizens of Fort Collins and serves the public purpose of renovating the Carnegie Center; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon recommendation of the City Manager, to make a supplemental appropriation by ordinance at any time during the fiscal year, provided that the total amount of such supplemental appropriation, in combination with all previous appropriations for that fiscal year, do not exceed the current estimate of actual and anticipated revenues and all other funds to be received during the fiscal year; and

WHEREAS, the City Manager has recommended the appropriation described herein and determined that this appropriation is available and previously unappropriated from the Capital Projects Fund and will not cause the total amount appropriated in the Capital Projects Fund to exceed the current estimate of actual and anticipated revenues and all other funds to be received in this Fund during this fiscal year; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon the recommendation of the City Manager, to make supplemental appropriations by ordinance at any time during the fiscal year such funds for expenditure as may be available from reserves accumulated in prior years, notwithstanding that such reserves were not previously appropriated; and

WHEREAS, the City Manager has recommended the appropriations described in Sections 2 and 3 of this Ordinance and determined that the amount of each of these appropriations is available and previously unappropriated from the funds named in Sections 2 and 3 and will not cause the total amount appropriated in each such fund to exceed the current estimate of actual and anticipated revenues to be received in those funds during this fiscal year; and

WHEREAS, Article V, Section 11 of the City Charter authorizes the City Council to designate in the ordinance when appropriating funds for a federal, state or private grant or donation, that such appropriation shall not lapse at the end of the fiscal year in which the appropriation is made, but continue until the earlier of the expiration of the federal, state or private grant or donation or the City’s expenditure of all funds received from such grant or donation; and

WHEREAS, the City Council wishes to designate the appropriations herein for the donations to the Carnegie Center for Creativity as appropriations that shall not lapse until the earlier of the expiration of the respective donation or the City’s expenditure of all funds received from such donation.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That there is hereby appropriated from the Capital Projects Fund the amount of philanthropic revenue held in prior year reserves to be expended as designated by the donor in support of the Carnegie Center for Creativity renovation project from the following awards:

Bodenhamer Family	\$ 50,000
-------------------	-----------

Section 3. That there is hereby appropriated from the Capital Projects Fund these amounts of philanthropic revenue received in 2023 to be expended as designated by the donors in support of the Carnegie Center for Creativity renovation project from the following awards:

El Pomar Foundation	\$ 25,000
Gates Family Foundation	\$ 25,000

Section 4. That the appropriations herein for the donations to the Carnegie Center for Creativity are hereby designated, as authorized in Article V, Section 11 of the City Charter, as appropriations that shall not lapse at the end of this fiscal year but continue until the earlier of the expiration of the respective donation or the City’s expenditure of all funds received from such donation.

Introduced, considered favorably on first reading, and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



Passed and adopted on final reading on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

September 19, 2023



## AGENDA ITEM SUMMARY

City Council

---

### STAFF

---

Tracy Ochsner, Operation Services Director  
Erik Martin, Financial Analyst  
Ingrid Decker, Legal

### SUBJECT

---

**Second Reading of Ordinance No. 111, 2023, Making a Supplemental appropriation of Grant Funds from the U.S. Department of Transportation SMART Grants Program in Support of the City of Fort Collins Electric Vehicle Fleet.**

### EXECUTIVE SUMMARY

---

This Ordinance, unanimously adopted on First Reading on September 5, 2023, is to appropriate \$1,059,037 of unanticipated grant revenue from USDOT.

The City successfully applied for \$1,059,037 under the U.S. Department of Transportation (USDOT) SMART Grants Program to support implementing a SMART Grid Electric Vehicle (EV) charge management solution to control usage of City owned EV chargers to reduce energy consumption (the SMART Grid Project).

---

### STAFF RECOMMENDATION

---

Staff recommends adoption of the Ordinance on Second Reading.

### BACKGROUND / DISCUSSION

---

The City approved the EV Readiness Roadmap in 2018 and the 2019 Municipal Sustainability and Adaptation Plan, which both list building out the City's EV charging infrastructure as a critical component to achieve climate goals. The number of City owned EVs and EV chargers will increase in the coming years to address these goals. The City of Fort Collins currently owns and operates 60+ EV chargers and 40+ EVs, but currently lacks a way to centrally control, track and manage usage. Without central control, a mismatch between electricity demanded through the EV chargers and the current grid constraints can cause higher than optimal energy costs. If the City were able to centrally control the usage of these EV chargers, electricity could be turned off during peak energy events and reduce the energy consumption of the City at the most expensive times. By shifting the time of day in which EVs are charged, this supports the City saving money and helps the City's electric utility manage its energy supply and demands.

Phase 1 of the SMART Grant supports creating a municipal fleet electrification standard framework and studying potential cost savings to deploy a charging management solution across the City's EV chargers.

In Phase 2, a charge management solution will be deployed to all City owned charging locations to align with the framework established in Phase 1. This will be primarily a software deployment but may include some hardware modifications to enable the existing infrastructure to connect to the new system.

This grant was applied for in late 2022 through a multi-department application coming from Operations Services, Transport, Utilities and the Office of Equity and Inclusion. The award is based on total project costs of \$1,059,037, with 100% provided by USDOT. As presented in the Grant Agreement (attached as Exhibit A to the Resolution), the SMART Grid Project is an 18-month project, commencing on September 15, 2023.

**CITY FINANCIAL IMPACTS**

---

This item appropriates \$1,059,037 in project costs for Fort Collins Operations Services to establish an electric vehicle charging management solution distribution from unanticipated grant revenue in the General Fund from USDOT.

This grant from the USDOT is a reimbursement type grant, meaning General Fund expenses will be reimbursed up to \$1,059,037, and does not require a City match.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

None.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

1. Ordinance for Consideration

ORDINANCE NO. 111, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
MAKING A SUPPLEMENTAL APPROPRIATION OF GRANT FUNDS FROM THE U.S.  
DEPARTMENT OF TRANSPORTATION SMART GRANTS PROGRAM IN SUPPORT OF  
THE CITY OF FORT COLLINS ELECTRIC VEHICLE FLEET

WHEREAS, the City’s 2018 EV Readiness Roadmap and 2019 Municipal Sustainability and Adaptation Plan both list building out the City’s electric vehicle (EV) charging infrastructure as a critical component to achieving the City’s climate goals; and

WHEREAS, the City does not currently have a way to centrally control, track and manage use of the City’s many EVs and EV chargers; and

WHEREAS, in late 2022 the City applied for a grant from the U.S. Department of Transportation (USDOT) Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program; and

WHEREAS, the USDOT has awarded the City \$1,059,037 (the “Grant”) to fund a project to create a municipal fleet electrification standard framework and deploy software to manage all City-owned EV charging locations, so that City EVs can be charged during times of lower energy demand, reducing the cost to charge them (the “SMART Grid Project”); and

WHEREAS, the Grant does not require the City to dedicate matching funds to the SMART Grid Project; and

WHEREAS, this appropriation benefits the public health, safety and welfare of the residents of Fort Collins and serves the public purpose of supporting the City’s Climate Action Plan, which aims to reduce community greenhouse gas emissions by 80% by 2030 and achieve carbon neutrality by 2050; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon recommendation of the City Manager, to make a supplemental appropriation by ordinance at any time during the fiscal year, provided that the total amount of such supplemental appropriation, in combination with all previous appropriations for that fiscal year, do not exceed the current estimate of actual and anticipated revenues and all other funds to be received during the fiscal year; and

WHEREAS, the City Manager has recommended the appropriation described herein and determined that this appropriation is available and previously unappropriated from the General Fund and will not cause the total amount appropriated in the General Fund to exceed the current estimate of actual and anticipated revenues and all other funds to be received in this Fund during this fiscal year; and

WHEREAS, Article V, Section 11 of the City Charter authorizes the City Council to designate in the ordinance when appropriating funds for a federal, state or private grant, that such appropriation shall not lapse at the end of the fiscal year in which the appropriation is made, but continue until the earlier of the expiration of the federal, state or private grant or the City’s expenditure of all funds received from such grant or donation; and

WHEREAS, the City Council wishes to designate the appropriation herein from the U.S. Department of Transportation SMART Grants Program as an appropriation that shall not lapse until the earlier of the expiration of the Grant or the City’s expenditure of all funds received from such grant.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That there is hereby appropriated from new revenue or other funds in the General Fund the sum of ONE MILLION FIFTY-NINE THOUSAND THIRTY-SEVEN DOLLARS (\$1,059,037) to be expended in the General Fund for the City of Fort Collins Electric Vehicle Fleet SMART Grid Project.

Section 3. That the appropriation herein from the U.S. Department of Transportation SMART Grants Program is hereby designated, as authorized in Article V, Section 11 of the City Charter, as an appropriation that shall not lapse at the end of this fiscal year but continue until the earlier of the expiration of the Grant or the City’s expenditure of all funds received from such Grant.

Introduced, considered favorably on first reading, and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



# AGENDA ITEM SUMMARY

City Council

## STAFF

Dashiell Bubar-Hall, Transportation Planner  
Kerri Ishmael, Senior Analyst, Grant Administration  
Aaron Guin, Legal

## SUBJECT

**Second Reading of Ordinance No. 112, 2023, Making Supplemental Appropriations and Authorizing Transfers for the “Planning to Implement Future Innovation Zones” Project.**

## EXECUTIVE SUMMARY

This Ordinance, unanimously adopted on First Reading on September 5, 2023, is to develop the Innovation Zones Project Plan by:

- Appropriating \$50,000 of unanticipated grant revenue, awarded by the Colorado Department of Transportation’s Office of Innovative Mobility; and
- Utilizing matching funds in the amount of \$10,000 from existing 2023 appropriations into this new grant project.

## STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on Second Reading.

## BACKGROUND / DISCUSSION

The Colorado Department of Transportation (CDOT), through its Office of Innovative Mobility recently awarded a Transportation Demand Management (TDM) grant to the City in support of developing the City’s Innovation Zone Plan (see attached Statement of Work). The grant award is based on a total project cost of \$60,000, with CDOT providing \$50,000 in funds and the remaining \$10,000 being provided by the City’s FC Moves department as a local match.

Pursuant to the State of Colorado Small Dollar Grant Terms and Conditions (see copy attached), and in accordance with Section 1-22 of the City Code, the grant award does not require execution of a post-award agreement.

### Innovation Zone Plan

The “Planning to Implement Future Innovations Zones” Project (the “Project”) will develop the Innovation Zone Plan and prepare for the implementation of innovation zones and a Mobility as a Service (MaaS) application in the City of Fort Collins. The mobility innovation zone concept is a priority that the City identified in the 2019 Transit Master Plan, that will expand mobility offerings to underserved areas of the

City by offering microtransit service. The proposed microtransit service will provide a point-to-point, on-demand transportation service where passengers are picked-up at their home or a nearby “virtual stop” within the designated innovation zone boundary and then taken to other destinations within zone boundaries, or potentially greater distances using vehicles, such as vans, that seat up to six passengers.

The Project will identify zone boundaries, determine the level of service, evaluate the fleet composition (including electric and autonomous vehicles), and develop a marketing plan. Four innovation zones were identified throughout the City in the 2019 Transit Master Plan. The preferred number of zones and their respective boundaries will be determined during the planning process.

In addition to planning for microtransit implementation, the Project also will explore the development of a MaaS application for the City. MaaS is a singular platform for multimodal trip planning with a unified payment solution which would allow for microtransit to be leveraged along with existing services such as fixed-route transit, micromobility (e-scooters, e-bikes), and Transportation Network Companies (TNCs) such as Uber and Lyft.

This Project aligns with goals identified in a number of adopted City plans, including:

### **2022 Strategic Plan**

- Objective 6.2- Support an efficient, reliable transportation system for all modes of travel, enhance high-priority intersection operations, and reduce Vehicle Miles Traveled (VMT).
- Objective 6.3- Invest in equitable access to, and expansion of, all sustainable modes of travel with emphasis on growing transit ridership.
- Objective 1.5 - Enhance the quality of life and sense of belonging in neighborhoods by connecting neighbors to City services, building community and fostering harmonious relationships
- Objective 4.1- Intensify efforts to meet 2030 climate, energy and 100% renewable electricity goals that are centered in equity and improve community resilience
- Objective 4.2- Improve indoor and outdoor air quality

### **2019 City Plan**

Principle T5: Ensure that transit is safe, affordable, and efficient and convenient travel option for people of all ages and abilities.

- Policy T 5.3- Integrate and Expand Transit Service Types: As funding becomes available, integrate fixed-route transit service with mobility innovation zones to serve lower-density areas of the City with nontraditional transit service. Focusing on expanding mobility in a cost-effective way, the City will use existing and new technologies, including micro-transit, partnerships with TNCs, MaaS technologies and other innovations (City Plan, Policy T 5.3)
- Strategy T-3c- Facilitate MaaS with partnerships between Transfort and private providers that include integrated payment and require open data for all transportation providers.

### **2021 Our Climate Future Plan**

Big Move 4: Convenient Transportation Choices: It is safe, easy, fast and affordable to get around without a car.

**CITY FINANCIAL IMPACTS**

---

This item appropriates \$50,000 in grant funds for project costs for development of the Innovation Zone Plan.

The required matching local funds in the amount of \$10,000 already have been appropriated in the 2023 operating budget for FC Moves. The \$10,000 will be transferred to the grant project from the Transportation fund (based on support from FC Moves)

The total project cost is \$60,000.

This grant from CDOT is a reimbursement type grant, meaning Transportation Fund expenses for this project will be reimbursed up to \$50,000.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

None.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

First Reading attachments not included.

1. Ordinance for Consideration



ORDINANCE NO. 112, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
MAKING SUPPLEMENTAL APPROPRIATIONS AND AUTHORIZING TRANSFERS  
FOR THE “PLANNING TO IMPLEMENT FUTURE INNOVATION ZONES” PROJECT

WHEREAS, FC Moves is department is housed in the City’s Planning, Development, and Transportation division that exists to advance mobility solutions to increase walking, bicycling, transit use, shared and environmentally sustainable modes; and

WHEREAS, the Colorado Department of Transportation (“CDOT”), through its Office of Innovative Mobility, recently awarded a Transportation Demand Management (“TDM”) grant to the City in support of developing the City’s Innovation Zone Plan; and

WHEREAS, the “Planning to Implement Future Innovations Zones” Project (the “Project”) will develop the Innovation Zone Plan to prepare for the implementation of innovation zones and a Mobility as a Service (“MaaS”) application in the City of Fort Collins; and

WHEREAS, development of Innovation Zones is a priority that the City identified in its 2019 Transit Master Plan that will expand mobility offerings to underserved areas of the City by offering microtransit service; and

WHEREAS, the proposed microtransit service will provide a point-to-point, on-demand transportation service where passengers are picked-up at their home or a nearby “virtual stop” within the designated innovation zone boundary and then taken to other destinations within zone boundaries, or potentially greater distances using vehicles, such as vans, that seat up to six passengers; and

WHEREAS, while the 2019 Transit Master Plan identified four innovation zones throughout the City, this Project will evaluate and determine the preferred total number of zones and their boundaries in the City and will determine the level of service, evaluate the fleet composition (including electric and autonomous vehicles), and develop a marketing plan; and

WHEREAS, in addition to planning for microtransit implementation, the Project also will explore the development of a MaaS application for the City, which is a singular platform for multimodal trip planning with a unified payment solution which would allow for microtransit to be leveraged along with existing services such as fixed-route transit, micromobility (e-scooters, e-bikes), and Transportation Network Companies (TNCs) such as Uber and Lyft; and

WHEREAS, this Project aligns with goals identified in a number of City plans adopted in recent years, including the 2019 City Plan, the 2021 Our Climate Future Plan, and the 2022 Strategic Plan; and

WHEREAS, the TDM grant award is based on total project costs of \$60,000, with CDOT providing \$50,000 in funds and the remaining \$10,000 being provided by the City’s FC Moves department as a local match; and

WHEREAS, this appropriation benefits the public health, safety and welfare of the residents of Fort Collins and serves the public purpose of promoting shared and environmentally sustainable transportation solutions; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon recommendation of the City Manager, to make a supplemental appropriation by ordinance at any time during the fiscal year, provided that the total amount of such supplemental appropriation, in combination with all previous appropriations for that fiscal year, do not exceed the current estimate of actual and anticipated revenues and all other funds to be received during the fiscal year; and

WHEREAS, the City Manager has recommended the appropriation described herein and determined that this appropriation is available and previously unappropriated from the Transportation Services Fund and will not cause the total amount appropriated in the Transportation Services Fund to exceed the current estimate of actual and anticipated revenues and all other funds to be received in this Fund during this fiscal year; and

WHEREAS, Article V, Section 10 of the City Charter authorizes the City Council, upon recommendation by the City Manager, to transfer by ordinance any unexpended and unencumbered appropriated amount or portion thereof from one fund or capital project to another fund or capital project, provided that the purpose for which the transferred funds are to be expended remains unchanged, the purpose for which the funds were initially appropriated no longer exists, or the proposed transfer is from a fund or capital project in which the amount appropriated exceeds the amount needed to accomplish the purpose specified in the appropriation ordinance; and

WHEREAS, the City Manager has recommended the transfer of \$10,000 from the FC Moves operating budget in the Transportation Services Fund to the “Planning to Implement Future Innovation Zones” Project in the Transportation Services Fund and determined that the purpose for which the transferred funds are to be expended remains unchanged; and

WHEREAS, Article V, Section 11 of the City Charter authorizes the City Council to designate in the ordinance when appropriating funds for a federal, state or private grant, that such appropriation shall not lapse at the end of the fiscal year in which the appropriation is made, but continue until the earlier of the expiration of the federal, state or private grant or the City’s expenditure of all funds received from such grant or donation; and

WHEREAS, the City Council wishes to designate the appropriation herein for the Colorado Department of Transportation’s Strategic Transportation Demand Management (TDM) grant as an appropriation that shall not lapse until the earlier of the expiration of the grant or the City’s expenditure of all funds received from such grant.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That there is hereby appropriated from new revenue or other funds in the Transportation Services Fund the sum of FIFTY THOUSAND DOLLARS (\$50,000) to be expended in the Transportation Services Fund for “Planning to Implement Future Innovation Zones”.

Section 3. That the unexpended and unencumbered appropriated amount of TEN THOUSAND DOLLARS (\$10,000) is authorized for transfer from the FC Moves operating budget in the Transportation Services Fund to the “Planning to Implement Future Innovation Zones” Project in the Transportation Services Fund and appropriated therein to be expended on the project.

Section 4. That the appropriation herein for the Colorado Department of Transportation’s Strategic Transportation Demand Management grant is hereby designated, as authorized in Article V, Section 11 of the City Charter, as an appropriation that shall not lapse at the end of this fiscal year but continue until the earlier of the expiration of the grant or the City’s expenditure of all funds received from such grant.

Introduced, considered favorably on first reading, and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



# AGENDA ITEM SUMMARY

City Council

## STAFF

Dashiell Bubar-Hall, Transportation Planner  
Kerri Ishmael, Senior Analyst, Grant Administration  
Aaron Guin, Legal

## SUBJECT

**Second Reading of Ordinance No. 113, 2023, Making Supplemental Appropriations and Authorizing Transfers for the City of Fort Collins Electric Vehicle Readiness Roadmap Update.**

## EXECUTIVE SUMMARY

This Ordinance, unanimously adopted on First Reading on September 5, 2023, is to update the City’s 2017 Electric Vehicle (EV) Readiness Roadmap by:

- Appropriating \$40,000 of unanticipated grant revenue, awarded by the Colorado Energy Office; and
- Utilizing matching funds in the amount of \$13,333 from existing 2023 appropriations into this new grant project.

## STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on Second Reading.

## BACKGROUND / DISCUSSION

The Colorado Energy Office (“CEO”) recently awarded a Local Government Electric Vehicle (“EV”) Readiness Grant to the City to support the updating of the City’s 2017 EV Readiness Roadmap (“EVRR”) (see attached Statement of Work). The grant award is based on total project costs of \$53,333, with the CEO providing \$40,000 in funds and the remaining \$13,333 being provided by the City’s Operation Services, Light & Power, and FC Moves departments as a local match. Pursuant to the State of Colorado Small Dollar Grant Terms and Conditions (see copy attached), and in accordance with Section 1-22 of the City Code, the City Manager has accepted the grant agreement.

### Electric Vehicle Readiness Roadmap Update

The City of Fort Collins seeks to update its 2017 EVRR to continue to support EV adoptions throughout the Fort Collins community and surrounding area. Over the last six years, conditions within the City and the rapidly evolving EV environment have changed, resulting in a need to provide the community with updated guidance, strategies, and policies to foster increased EV adoption. There also has been a need to advise the City organization on best practices as it continues to grow EV adoption and other alternative fuels for its own fleet of vehicles. Since the 2017 EVRR, a number of City plans have been adopted that feature EVs prominently, necessitating an updated EVRR with a coherent approach regarding EV adoption

and alignment with the various objectives established throughout the City. Existing plans adopted by the City that this effort supports include:

#### 2019 City Plan

Principle ENV 2: Become a carbon-neutral community by 2050 and improve the community's resilience to prepare for and adapt to the impacts of climate change.

- Policy ENV 3.3 - Support a systems approach to transition from the use of natural gas to renewable electricity in buildings and for transportation.

Principle ENV 4: Protect human health and the environment by continually improving air quality.

- Policy ENV 4.6 - Promote efforts to reduce fuel consumption and associated pollutant emissions from vehicles and non-road engine sources, such as lawn and garden equipment.

Principle T 3: Lead transportation innovation by exploring and utilizing emerging and transformative systems and technologies.

- Policy T 3.1 - Update design standards, policies and operational strategies to support and manage newly emerging transportation options (e.g., autonomous vehicles, electric vehicles, electric-assist bicycles, drones and e-scooters).
- Policy T 3.9 - Encourage, prioritize, and support the purchase of electric vehicles through the design, management, outreach, education, policy updates, broad-based coordination, incentives and operations of streets and wayside infrastructure such as electric-vehicle charging stations.
- Policy T 3.10 - Prioritize transportation planning projects and programs that support the Electric Vehicle Readiness Roadmap (EVRR) Goals.

Principle T 9: Utilize the transportation system to support a health and equitable community.

- Policy T 9.2 - Develop a program to promote energy efficient and environmentally sensitive transportation choices. Coordinate the building code with the growth in new transportation fuels such as electricity or hydrogen.
- Policy T 9.5 - Provide equitable access to services and resources, particularly for marginalized and under resourced communities as identified in the Health Equity Index Analysis in the City Plan Trends and Forces Report and other future equity analyses.
- Policy T 9.9 - Prioritize transportation planning projects and programs that support CAP and GHG-reduction goals.

#### 2021 Our Climate Future Plan

##### Big Move 13: Electric Cars and Fleet

- ECF1 - Assess community needs for electric vehicle infrastructure programs.
- ECF3 - Support market driven adoption of electric cars.
- ECF5 - Encourage EV car shares supporting low-income areas.

Fort Collins is geographically positioned along two nationally established alternative fuel corridors, I-25 and US 287. Our proximity to these significant transportation corridors allows for unique investment opportunities to facilitate EV adoption, and other alternative fuels, that will have impacts at the local,

regional, and national level. Fort Collins has made substantial investments at both the government and community level to increase EV adoption and seeks to maintain the momentum of recent efforts by updating their EVRR and developing new strategies that will facilitate increased EV adoption and equitable deployment in the short-, medium- and long-term time frames.

### **CITY FINANCIAL IMPACTS**

---

This item appropriates \$40,000 in grant funds for project costs for updating the 2017 EV Readiness Roadmap.

The required matching local funds in the amount of \$13,333 already have been appropriated in the General Fund, the Light & Power Fund and the Transportation Fund, specifically in the 2023 operating budget for the Operation Services, Light & Power and FC Moves departments. The \$13,333 will be transferred to the grant project as follows:

- \$4,444 from the General Fund (based on support from Operation services)
- \$4,444 from the Light & Power Fund and
- \$4,445 from the Transportation fund (based on support from FC Moves)

The total project cost is \$53,333.

This grant from the CEO is a reimbursement type grant, meaning Transportation Fund expenses for this project will be reimbursed up to \$40,000.

### **BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

None.

### **PUBLIC OUTREACH**

---

None.

### **ATTACHMENTS**

---

First Reading attachments not included.

1. Ordinance for Consideration

ORDINANCE NO. 113, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
MAKING SUPPLEMENTAL APPROPRIATIONS AND AUTHORIZING  
TRANSFERS FOR THE CITY OF FORT COLLINS ELECTRIC VEHICLE  
READINESS ROADMAP UPDATE

WHEREAS, the FC Moves department is housed in the City’s Planning, Development, and Transportation division and exists to advance mobility solutions to increase walking, bicycling, transit use, shared and environmentally sustainable modes; and

WHEREAS, the City of Fort Collins is geographically positioned along two nationally established alternative fuel corridors, I-25 and US 287, which allows for unique investment opportunities to facilitate electric vehicle (“EV”) adoption and alternative-fueled transportation that will have impacts at the local, regional, and national level; and

WHEREAS, Fort Collins has made substantial investments at both the government and community level to increase EV adoption and seeks to maintain the momentum of recent efforts by updating its 2017 Electric Vehicle Readiness Roadmap (“EVRR”) and developing new strategies that will facilitate increased EV adoption and equitable deployment in the short-, medium- and long-term; and

WHEREAS, over the last six years, conditions within the City and the rapidly evolving EV environment have changed, resulting in a need to provide the community with updated guidance, strategies, and policies to foster increased EV adoption; and

WHEREAS, there also has been a need to advise the City organization on best practices as it continues to grow EV adoption and other alternative fuels for its own fleet of vehicles; and

WHEREAS, since the EVRR’s creation, a number of City plans, namely the 2019 City Plan and the 2021 Climate Future Plan, have been adopted that feature EVs prominently, necessitating an updated EVRR with a coherent approach regarding EV adoption and alignment with the various objectives established throughout the City; and

WHEREAS, the Colorado Energy Office (“CEO”) recently awarded FC Moves a Local Government Electric Vehicle Readiness Grant to assist in the updating of the EVRR to continue support of EV adoption throughout the Fort Collins community and surrounding area; and

WHEREAS, the grant award for updating the EVRR is based on total project costs of \$53,333, with the CEO providing \$40,000 in funds and the remaining \$13,333 being provided by the City’s Operation Services, Light & Power, and FC Moves departments as a local match; and

WHEREAS, this appropriation benefits the public health, safety and welfare of the residents of Fort Collins and serves the public purpose of promoting environmentally sustainable transportation solutions; and

WHEREAS, appropriating Light & Power Fund revenues as part of the City’s matching funds benefits electric utility rate payers by allowing the utility to more strategically maintain

system reliability and minimize future capital resources committed to support continued EV adoption; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon recommendation of the City Manager, to make a supplemental appropriation by ordinance at any time during the fiscal year, provided that the total amount of such supplemental appropriation, in combination with all previous appropriations for that fiscal year, do not exceed the current estimate of actual and anticipated revenues and all other funds to be received during the fiscal year; and

WHEREAS, the City Manager has recommended the appropriation described herein and determined that this appropriation is available and previously unappropriated from the Transportation Services Fund and will not cause the total amount appropriated in the Transportation Services Fund to exceed the current estimate of actual and anticipated revenues and all other funds to be received in this Fund during this fiscal year; and

WHEREAS, Article V, Section 10 of the City Charter authorizes the City Council, upon recommendation by the City Manager, to transfer by ordinance any unexpended and unencumbered appropriated amount or portion thereof from one fund or capital project to another fund or capital project, provided that the purpose for which the transferred funds are to be expended remains unchanged, the purpose for which the funds were initially appropriated no longer exists, or the proposed transfer is from a fund or capital project in which the amount appropriated exceeds the amount needed to accomplish the purpose specified in the appropriation ordinance; and

WHEREAS, the City Manager has recommended the transfers of \$4,445 from the FC Moves operating budget in the Transportation Services Fund, \$4,444 from the Operation Services operating budget in the General Fund, and \$4,444 from the Light and Power department operating budget in the Light and Power Fund to the Electric Vehicle Readiness Roadmap Update Project in the Transportation Services Fund and determined that the purpose for which the transferred funds are to be expended remains unchanged; and

WHEREAS, Article V, Section 11 of the City Charter authorizes the City Council to designate in the ordinance when appropriating funds for a federal, state or private grant, that such appropriation shall not lapse at the end of the fiscal year in which the appropriation is made, but continue until the earlier of the expiration of the federal, state or private grant or the City's expenditure of all funds received from such grant or donation; and

WHEREAS, the City Council wishes to designate the appropriation herein for the Local Government EV Readiness grant as an appropriation that shall not lapse until the earlier of the expiration of the grant or the City's expenditure of all funds received from such grant.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That there is hereby appropriated from new revenue or other funds in the Transportation Services Fund the sum of FORTY THOUSAND DOLLARS (\$40,000) to be



expended in the Transportation Services Fund for the City of Fort Collins Electric Vehicle Readiness Roadmap Update.

Section 3. That the unexpended and unencumbered appropriated amount of FOUR THOUSAND FOUR HUNDRED FORTY-FIVE DOLLARS (\$4,445) is authorized for transfer from the FC Moves operating budget in the Transportation Services Fund to the City of Fort Collins Electric Vehicle Readiness Roadmap Update in the Transportation Service Fund and appropriated therein to be expended for the update.

Section 4. That the unexpended and unencumbered appropriated amount of FOUR THOUSAND FOUR HUNDRED FORTY-FOUR DOLLARS (\$4,444) is authorized for transfer from the Operation Services operating budget in the General Fund to the City of Fort Collins Electric Vehicle Readiness Roadmap Update in the Transportation Services Fund and appropriated therein to be expended for the update.

Section 5. That the unexpended and unencumbered appropriated amount of FOUR THOUSAND FOUR HUNDRED FORTY-FOUR DOLLARS (\$4,444) is authorized for transfer from the Light and Power department operating budget in the Light and Power Fund to the City of Fort Collins Electric Vehicle Readiness Roadmap Update in the Transportation Services Fund and appropriated therein to be expended for the update.

Section 6. That the appropriation herein for the Local Government EV Readiness grant is hereby designated, as authorized in Article V, Section 11 of the City Charter, as an appropriation that shall not lapse at the end of this fiscal year but continue until the earlier of the expiration of the grant or the City’s expenditure of all funds received from such grant.

Introduced, considered favorably on first reading, and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



# AGENDA ITEM SUMMARY

City Council

## STAFF

Rupa Venkatesh, Assistant City Manager  
Jenny Lopez Filkins, Legal

## SUBJECT

**Second Reading of Ordinance No. 114, 1023, Amending Various Sections of the Code of the City of Fort Collins to Correct References to the Building Review Board and to Correct References to Meeting Minutes.**

## EXECUTIVE SUMMARY

This Ordinance, unanimously adopted on First Reading on September 5, 2023, amends various sections of City Code. During the work of the Ad Hoc Committee on Boards and Commissions, staff identified necessary edits to all reference to the Building Review Board. Those references should be changed to the Building Review Commission, which is in line with City Ordinance No. 049, 2021. Also, staff identified numerous incorrect references to the requirement for various bodies to record meeting minutes.

## STAFF RECOMMENDATION

Staff recommends adoption the Ordinances on Second Reading.

## BACKGROUND / DISCUSSION

On April 20, 2021, Council adopted Ordinance No. 049, 2021, which renamed all quasi-judicial bodies as “commissions.” The “Building Review Board” was renamed the “Building Review Commission.” However, there are numerous City Code sections and cross-references that incorrectly use the name “Building Review Board.” One of the purposes of this Ordinance is to direct the codifier to correct the name. Also, Ordinance No. 049, 2021, renumbered the City Code section that requires meeting minutes to City Code Section 2-75 and there are numerous sections of the City Code that cite to the former number, 2-73. The Ordinance directs the City’s codifier to correct these references.

## CITY FINANCIAL IMPACTS

None.

## BOARD / COMMISSION / COMMITTEE RECOMMENDATION

None.

## PUBLIC OUTREACH

None.

## ATTACHMENTS

1. Ordinance for Consideration

ORDINANCE NO. 114, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AMENDING VARIOUS SECTIONS OF THE CODE OF THE CITY OF FORT COLLINS TO  
CORRECT REFERENCES TO THE BUILDING REVIEW BOARD AND TO CORRECT  
REFERENCES TO MEETING MINUTES REQUIREMENTS

WHEREAS, the City has 25 boards and commissions, created by the City Council by ordinance, that perform a wide range of functions from advising City staff and the City Council to making quasi-judicial decisions on a variety of topics; and

WHEREAS, on April 20, 2021, the City Council adopted Ordinance No. 049, 2021, which renamed all quasi-judicial bodies as “commissions;” and

WHEREAS, the “Building Review Board” was renamed “Building Review Commission;” and

WHEREAS, there are numerous incorrect references in the City Code to the “Building Review Commission” and such references should be corrected; and

WHEREAS, Ordinance No. 049, 2021, also changed the numbering of various City Code provisions, including the section requiring meeting minutes for City boards and commissions, City Code Section 2-73; and

WHEREAS, the new number assigned to this City Code provision is 2-75; and

WHEREAS, the requirement to record meeting minutes is incorrectly cited as City Code Section 2-73 in numerous City Code provisions, including the Urban Renewal Authority, the Liquor Licensing Authority, the Downtown Development Authority, the General Employees’ Retirement Plan, and numerous cross-references; and

WHEREAS, the City Council finds that the proposed changes to the City Code are in the best interests of the City and its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That all references in the Code of the City of Fort Collins to the “Building Review Board” are hereby revised to instead refer to the “Building Review Commission,” including any cross-references.

Section 3. That all references in the Code of the City of Fort Collins to City Code Section 2-73 (“§ 2-73”), except for the title of City Code Section 2-73 – Remote meetings, are hereby revised to instead refer to Section 2-75 (“§ 2-75”).

Introduced, considered favorably on first reading and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



# AGENDA ITEM SUMMARY

City Council

## STAFF

Aaron Ehle, Airport Planning & Development Specialist  
Ryan Malarky, Legal

## SUBJECT

**Second Reading of Ordinance No. 115, 2023, Authorizing Conveyance of a Permanent Non-Exclusive Utility Easement on Property Jointly Owned by the City and the City of Loveland at the Northern Colorado Regional Airport for the AeroFNL Development.**

## EXECUTIVE SUMMARY

This Ordinance, unanimously adopted on First Reading on September 5, 2023, authorizes a permanent nonexclusive utility easement over a portion of the Northern Colorado Regional Airport property owned jointly by the City of Fort Collins and the City of Loveland and leased by IC Loveland Investors, LLC, to allow for the installation and maintenance of electrical infrastructure for the new AeroFNL development.

## STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on Second Reading.

## BACKGROUND / DISCUSSION

Northern Colorado Regional Airport is a public facility jointly owned and operated by the Cities of Fort Collins and Loveland. In 2015, the Cities entered into an intergovernmental agreement (IGA) that formed the Northern Colorado Regional Airport Commission, which delegated certain powers and authority to operate and maintain the Airport. The City Councils of the Cities have the authority to grant an easement as a permanent property right in the Airport property.

In connection with the planned AeroFNL development project, the City of Loveland has requested a permanent non-exclusive easement for electrical infrastructure (the "Easement") to serve the development.

According to Fort Collins City Code Section 23-114. - Disposition of property interests for less than fair market value, any sale, lease or other conveyance of property interests approved under Subsection 23-111(a) or (b) or § 23-113 above must be for an amount equal to or greater than the fair market value of such interest unless the City Council or City Manager, as applicable, determines that such sale or lease serves a bona fide public purpose because:

*(1) The use to which the property will be put promotes health, safety or general welfare and benefits a significant segment of the citizens of Fort Collins;*

Northern Colorado Regional Airport is a public use airport which is jointly owned by Fort Collins and Loveland. This easement will allow for private investment that will bring improvements to the Airport and the users it serves. The Airport supports many important emergency response and safety functions, such as medevac flights and aerial firefighting operations. The improvements constructed by IC Loveland Investors, LLC on the leasehold will revert to the Cities and continue to serve the Airport after the expiration of the lease.

*(2) The use to which the property will be put supports one (1) or more of the City Council's goals, adopted policies, projects or plans;*

The easement will allow for private development of the site in alignment with the Airport Master Plan, which has been approved by the City Council.

*(3) The financial support provided by the City through the below-market disposition of the property will be leveraged with other funding or assistance;*

The City is benefiting from the grant of easement by allowing its partner, the City of Loveland, to install and maintain utilities needed to promote development of the Airport as guided by the Airport Master Plan. Furthermore, the Cities are receiving consideration through rent paid by the lessee under the lease agreement, which has been approved by the Airport Commission.

*(4) The sale or lease will not result in any direct financial benefit to any private person or entity, except to the extent such benefit is only an incidental consequence and is not substantial relative to the public purpose being served; and*

The easement will simply allow the City of Loveland to provide utilities to the private development on leased Airport land, at the developer's expense. The Airport and the two Cities benefit from the utilities, which add value to the Airport. The developer will not receive any more benefit than the other customers to which the City of Loveland provides utility services.

*(5) Selling or leasing the property for less than fair market rent will not interfere with current City projects or work programs, hinder workload schedules or divert resources needed for primary City functions or responsibilities.*

Granting the easement will not interfere with any City projects or work programs, workload schedules, or resources need for primary City functions or responsibilities.

As the easement meets the above criteria, Airport staff and the Airport Commission recommend approval of the Easement as it allows for privately funded aeronautical development on leased land, which will benefit the Airport and Cities.

**CITY FINANCIAL IMPACTS**

---

The Easement does not have material financial impacts on the Airport or City.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

The Northern Colorado Regional Airport Commission and the City Councils of Fort Collins and Loveland have approved the 2020 Airport Master Plan.

The Northern Colorado Regional Airport Commission unanimously approved the assumption of the land lease by IC Loveland Investors, LLC, on November 20, 2022.

The Northern Colorado Regional Airport unanimously recommended approval of the easement by the Fort Collins City Council on April 17, 2023.

## **PUBLIC OUTREACH**

---

The development of the 2020 Airport Master Plan, which took more than two years to complete, included numerous public meetings and significant outreach by the Airport, far exceeding what is recommended by the Federal Aviation Administration (FAA).

## **ATTACHMENTS**

---

1. Ordinance for Consideration
2. Exhibits A, B, and C to Ordinance

ORDINANCE NO. 115, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AUTHORIZING THE CONVEYANCE OF A PERMANENT NON-EXCLUSIVE UTILITY  
EASEMENT ON PROPERTY JOINTLY OWNED BY THE CITY OF FORT COLLINS AND  
THE CITY OF LOVELAND AT THE NORTHERN COLORADO REGIONAL AIRPORT FOR  
THE AEROFNL DEVELOPMENT

WHEREAS, the City of Fort Collins (“City”) and the City of Loveland (“Loveland”) (collectively, the “Cities”) jointly own property located in Loveland (the “Property”) known as the Northern Colorado Regional Airport (the “Airport”); and

WHEREAS, the Cities currently operate and maintain the Airport pursuant to that certain Amended and Restated Intergovernmental Agreement for the Joint Operation of the Fort Collins-Loveland Airport dated January 22, 2015, as amended (the “IGA”); and

WHEREAS, in connection with the planned development of certain undeveloped real property on the Airport leased to and to be developed by IC Loveland Investors, LLC, (“Developer”) for aeronautical uses, Loveland Utilities has requested a permanent non-exclusive easement for installation of Loveland-owned utility systems to serve the Developer’s leased property (the “Easement”) over and across that portion of the Airport property legally described on Exhibit A and depicted on Exhibit B attached hereto and incorporated herein by this reference (the “Easement Property”); and

WHEREAS, the Cities desire to grant the Easement on the terms and conditions more fully set forth in the Grant of Utility Easement attached hereto as Exhibit C and incorporated herein by this reference (the “Easement Agreement”); and

WHEREAS, City Code Section 23-111(a) authorizes the City Council to sell, convey or otherwise dispose of any interest in real property owned by the City, provided the City Council first finds, by ordinance, that such sale or other disposition is in the best interest of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That the City Council hereby finds that the City's conveyance of the Easement on the terms and conditions set forth in the Easement Agreement for less than fair market value serves a bona fide public purpose and is in the best interests of the City as required by City Code Section 23-114 because:

- a. The use to which the Easement Property will be put promotes health, safety or general welfare and benefits a significant segment of the citizens of Fort Collins by facilitating



private investment in and improvement of the Airport and the users it serves, including provision of many important emergency response and safety functions, such as medevac flights and aerial firefighting operations, and the improvements to be constructed by Developer will provide revenue and revert to the Cities and continue to serve the Airport after the expiration of the lease;

- b. The use to which the Easement Property will be put supports one (1) or more of the City Council’s goals, adopted policies, projects or plans, including the Airport Master Plan, which was approved by Council;
- c. The financial support provided by the City through the below-market disposition of the Easement Property will be leveraged with other funding or assistance enabling the construction and operation of new on-Airport development at the Developer’s cost, which will provide an ongoing revenue stream to the Airport;
- d. The sale or lease will not result in any direct financial benefit to any private person or entity, except to the extent such benefit is only an incidental consequence and is not substantial relative to the public purpose being served because it will enable development of the Airport for the benefit of the Cities and the Developer will not receive any benefit different from that afforded to all customers to which Loveland provides utility services; and
- e. Granting the Easement for less than fair market value will not interfere with current City projects or work programs, hinder workload schedules, or divert resources needed for primary City functions or responsibilities and will ultimately benefit the Airport and the Cities.

Section 3. That the City Council hereby authorizes the Mayor to execute the Easement Agreement substantially in the form attached hereto as “Exhibit A” with such modifications or additional terms and conditions as the City Manager, in consultation with the City Attorney, determines are necessary or appropriate to protect the interests of the City or effectuate the purposes of this Ordinance.

Introduced, considered favorably on first reading, and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading on this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

# EXHIBIT A

Item 7.

A PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 33, TOWNSHIP 6 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN; CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO; BEING A PORTION OF TRACT B, BARNSTORM SECOND ADDITION TO THE CITY OF LOVELAND, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BASIS OF BEARINGS:** BEARINGS ARE BASED ON THE EAST LINE, OF THE NORTHEAST CORNER OF SAID SECTION 33, WHICH IS ASSUMED TO BEAR S00°24'16"E

**COMMENCING** AT THE NORTHEAST CORNER OF SECTION 33;

THENCE ON THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 33, S00°24'16"E A DISTANCE OF 1989.53 FEET;

THENCE S89°35'44"W A DISTANCE OF 115.34 FEET TO THE **POINT OF BEGINNING**;

THENCE N 14°26'48" E A DISTANCE OF 203.95 FEET;

THENCE N 75°33'12" W A DISTANCE OF 10.00 FEET;

THENCE S 14°26'48" W A DISTANCE OF 204.19 FEET;

THENCE S 70°50'24" W A DISTANCE OF 774.79 FEET;

THENCE N 19°09'03" W A DISTANCE OF 171.50 FEET;

THENCE S 70°50'57" W A DISTANCE OF 26.44 FEET;

THENCE S 19°09'03" E A DISTANCE OF 10.00 FEET;

THENCE N 70°50'57" E A DISTANCE OF 16.44 FEET;

THENCE S 19°09'03" E A DISTANCE OF 166.69 FEET;

THENCE N 70°51'01" E A DISTANCE OF 793.25 FEET TO THE **POINT OF BEGINNING**;

SAID PARCEL CONTAINS 0.185 ACRES MORE OR LESS.

I, CHAD R. WASHBURN, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE ABOVE PROPERTY DESCRIPTION AND ATTACHED EXHIBIT WERE PREPARED UNDER MY RESPONSIBLE CHARGE, AND ON THE BASIS OF MY KNOWLEDGE, INFORMATION AND BELIEF, ARE CORRECT.

CHAD R. WASHBURN, PROFESSIONAL LAND SURVEYOR  
COLORADO NO. 37963  
FOR AND ON BEHALF OF WASHBURN LAND SURVEYING, LLC

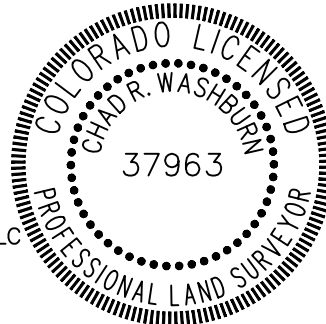


EXHIBIT A  
DATE: AUGUST 01, 2023  
JOB NO. 1232.0001.01  
SHEET 1 OF 1



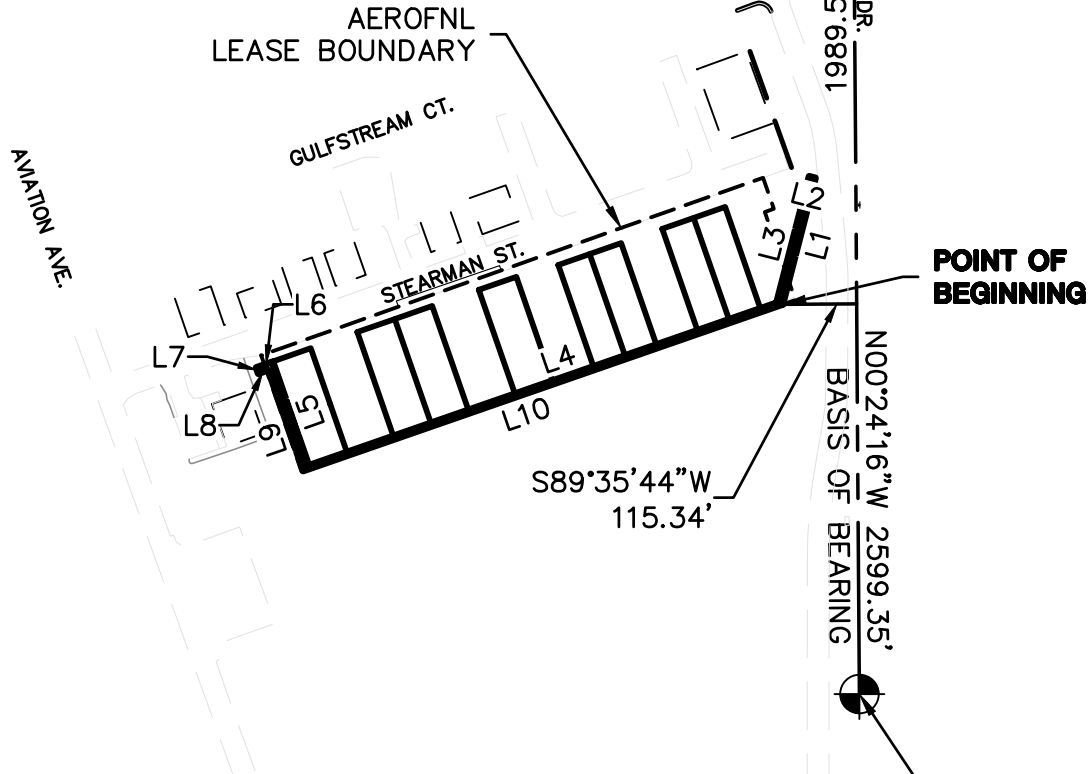
748 Whalers Way, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557

K:\2023\0001\01\05 Drawings\Exhibits\AeroFNL\Utility Easement\0001\_UTILITY Easement Legal\_23.07.10

# EXHIBIT B

Item 7.

NORTHEAST CORNER  
SECTION 33,  
T.6N., R.68W



**POINT OF  
BEGINNING**

S89°35'44"W  
115.34'

N00°24'16"W 2599.35'  
BASIS OF BEARING

EAST QUARTER  
CORNER SECTION 33,  
T.6N., R.68W

LINE TABLE		
LINE	LENGTH	DIRECTION
L1	203.95	N14°26'48"E
L2	10.00	N75°33'12"W
L3	204.19	S14°26'48"W
L4	774.79	S70°50'24"W
L5	171.50	N19°09'03"W
L6	26.44	S70°50'57"W
L7	10.00	S19°09'03"E
L8	16.44	N70°50'57"E
L9	166.69	S19°09'03"E
L10	793.25	N70°51'01"E

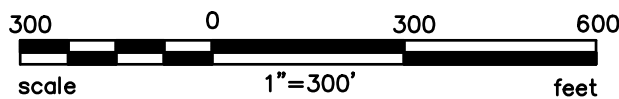


EXHIBIT B  
DATE: AUGUST 01, 2023  
JOB NO. 1232.0001.01  
SHEET 1 OF 1



748 Whalers Way, Suite 200  
Fort Collins, Colorado  
Phone: 970.226.0557

## GRANT OF UTILITY EASEMENT

THIS GRANT OF UTILITY EASEMENT is made and entered into by and between the City of Loveland, Colorado, a municipal corporation, with an address of 500 E. Third Street, Loveland, CO 80537, and the City of Fort Collins, Colorado, a municipal corporation (“Grantors”), with an address of 300 LaPorte, Fort Collins, CO 80521, and the CITY OF LOVELAND, COLORADO, a Colorado home rule municipal corporation (“City”), with an address of 500 E. Third Street, Loveland, Colorado 80537. This Grant of Utility Easement is effective as of the date of the City’s Official Acceptance in the City’s signature block below.

### WITNESSETH:

FOR GOOD AND VALUABLE CONSIDERATION, the adequacy and receipt of which is hereby acknowledged, Grantors have this day bargained, sold, conveyed, transferred, and delivered unto the City, its successors, and assigns, in perpetuity, a non-exclusive easement in, over, under, through, and across the real property described below for purposes of constructing, repairing, replacing, relocating, inspecting, operating, maintaining, and accessing City-owned utility systems across, through, upon, and under the real property described on the attached Exhibits A and B (the “Easement Area”); provided, however, that the City shall restore the ground surface to its prior condition after any disturbance of such surface. The term “City-owned utility systems,” means above and below ground wires, lines, cables, ducts, conduits, pipes, pumps, pedestals, risers, poles, vaults, manholes, fire hydrants, pull boxes, and any other equipment, appurtenances, and structures associated with electric systems that are owned and operated by the City.

Grantors are prohibited from constructing or placing on any part of the Easement Area without prior written approval from the City any fence or gate, building, above or below ground utility systems or appurtenances not owned or maintained by the City, or any other permanent or substantial structure. Grantor is prohibited from making or permitting any use of the Easement Area that would impair, impede, or interfere with the City’s access to or along the easement, or the City’s full free use and exercise of the easement. The City shall be permitted to immediately remove without liability for damages any obstruction prohibited by this easement that interferes with the City’s access to the City-owned utility systems or impairs the City’s full free use and exercise of the easement.

This easement is and shall be subordinate to the provision of existing and future agreements between the Grantor and the United States relative to the operation or maintenance of the Northern Colorado Regional Airport (the “Airport”), the execution of which has been or may be required as a condition precedent to the obtaining or expenditure of federal funds for the benefit of the Airport.

The Grantors or their successors and assigns owns the trees and other vegetation on the Easement Area, and the Grantors acknowledge, for themselves and for all successors and assigns, that this easement provides the City with the authority to cut and remove trees and other vegetation that encroaches upon the Easement Area if, in the sole discretion of the City, such trees or vegetation interfere with the City’s use and enjoyment of this easement.

Item 7.

The Easement Area hereby granted, situated in Larimer County, Colorado, is described as follows:

- Exhibit A – Easement Description
- Exhibit B – Easement Drawing

TO HAVE AND TO HOLD said easement unto the City, its successors, and assigns forever. This perpetual easement and the rights, benefits, and obligations created hereby constitute a burden upon the estate of Grantor in the underlying lands and shall run with the land and be binding upon Grantor and its successors, personal representatives, assigns, and heirs. Grantor does hereby covenant with the City that it is lawfully seized and possessed of the real property above described, that it has a good and lawful right to convey the easement herein granted, that the easement is free and clear of all liens and encumbrances, and that it will forever warrant and defend the title thereto against lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, Grantor has executed this Grant of Utility Easement on the date below.

**GRANTOR:**

By: \_\_\_\_\_

Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

State of \_\_\_\_\_ )  
 ) ss  
 County of \_\_\_\_\_ )

Acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by (Name) \_\_\_\_\_ as (Title) \_\_\_\_\_.

Witness my hand and seal. My commission expires: \_\_\_\_\_.

(S E A L) \_\_\_\_\_  
Notary Public

**OFFICIAL ACCEPTANCE BY THE CITY OF LOVELAND**

APPROVED AS TO FORM:

\_\_\_\_\_  
Stephen C. Adams, City Manager

\_\_\_\_\_  
Assistant City Attorney

Item 7.

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Date



# AGENDA ITEM SUMMARY

City Council

## STAFF

Rupa Venkatesh, Assistant City Manager  
Davina Lau, Public Engagement Specialist  
Jenny Lopez Filkins, Legal

## SUBJECT

**Items Implementing Recommendations from the Ad Hoc Committee on Boards and Commissions.**

## EXECUTIVE SUMMARY

The purpose of these items is to consider amendments to various divisions of Chapter 2 of the Municipal Code to reflect the recommendations of the Ad Hoc Committee on Boards and Commissions.

A. Second Reading of Ordinance No. 118, 2023, Amending Chapter 2, Article III, Division 2 of the Code of the City of Fort Collins to Modify Type 1 Advisory Board Composition and Functions and Eliminate One-Year Terms.

On First Reading of Ordinance No. 118, 2023, a change was proposed to City Code Section 2-102 (Section 4 of the Ordinance) to add an ex-officio position on the Affordable Housing Board. During First Reading, Council decided not to adopt that change. Because no other changes to Section 2-102 were proposed, on Second Reading, Section 4 of the Ordinance is being deleted in its entirety because the wording in Section 2-102 remains the same as it currently appears in City Code.

B. Second Reading of Ordinance No. 119, 2023, Amending Chapter 2, Article III, Division 3 of the Code of the City of Fort Collins to Eliminate One-Year Terms of Type 2 Advisory Boards.

C. Second Reading of Ordinance No. 120, 2023, Reorganizing Chapter 2, Article VII, Divisions 1 and 2 of the Code of the City of Fort Collins to Consolidate the Ethical Rules of Conduct and Board of Ethics Sections with a Complaint Process for Violations of the Code of Conduct.

On Second Reading of Ordinance No. 120, 2023, a change is being made to Section 2-577 to correct a typographical error to a cross reference.

**NOTE:** Due to a split vote on Ordinance No. 117, 2023 (Nays: Ohlson), on Second Reading it will be on Discussion. Second Reading of Ordinances Nos. 118, 119 and 120 are on Consent, as they passed unanimously.

## STAFF RECOMMENDATION

Staff recommends adoption of the Ordinances on Second Reading.



**BACKGROUND / DISCUSSION**

In July 2019, Council adopted the priority to Reimagine Boards and Commissions which highlighted the following goals:

- Continuous improvements that do not require policy change
- Policies that reduce barriers to participation
- Improve efficiency and consistency

Since then, Council adopted several code changes for the purposes of reorganizing boards and commissions based on their functions, renaming several boards, and structural changed to allow for more flexibility in membership and participation. In addition, several administrative changes have been made to improve the application and interview process.

In November of 2022, Council established an Ad Hoc Committee to improve the efficiency and consistency of board and commission processes and reduce barriers to participation on boards and commissions. Appointed to the Committee were Mayor Pro Tem Emily Francis and Councilmembers Tricia Canonico and Julie Pignataro with Councilmember Kelly Ohlson as the alternate.

The Ad Hoc Committee completed its work in July 2023 and shared its recommendations at the August 8, 2023, Council Work Session. Though the Committee’s work has concluded, improvements to the boards and commissions program will be continuous and ongoing.

**Changes to Recruitment Timing**

Though this is an administrative change, it is important to note as it will result in significant shifts in the annual recruitment timeline. Due to Council regular elections moving from April to November on odd years, the Committee evaluated the option of shifting annual recruitment for boards and commissions. During the Council work session, there was support to open applications from December 1 to January 30. However, staff is recommending that applications close on January 15 to give time to set up interviews and for Council to review applications. This will be confirmed during the September 5 regular meeting.

	<b>Application Opens</b>	<b>Interviews</b>	<b>Council Appointment</b>	<b>Term Begins</b>
<b>Current</b>	September	October	November	January 1
<b>New</b>	December 1- January 15	Mid-February	March	April 1
<b>Exception**</b>	December 1- January 15	Mid-February	March	July 1

\*\*The terms for the Affordable Housing Board and Human Services and Housing Funding Board will start on July 1 to align with funds received from the U.S. Department of Housing and Urban Development.

**A. Ordinance No. 118, 2023, Amending Chapter 2, Article III, Division 2 of the Code of the City of Fort Collins to Modify Type 1 Advisory Board Composition and Functions and Eliminate One-Year Terms.**

One-year Terms for Type 1 Advisory Boards

As part of the Reimagine process in April 2021, the addition of 1-year terms was added to allow for shorter term commitments. However, the feedback received was that the short term did not allow for a new member to fully learn their role and if they wanted to continue to serve, they would need to re-apply and re-interview. None of the seats on quasi-judicial commissions currently have 1-year terms.

This Code change would eliminate all one-year terms for Type 1 advisory boards and redistribute as follows:

Type 1 - 7 Members

Current	Recommended Changes
4 members with 4-year terms	4 members with 4-year terms
2 members with 2-year terms	3 members with 2-year terms
1 member with 1-year term	

Type 1- 9 Members

Current	Recommended Changes
4 members with 4-year terms	5 members with 4-year terms
3 members with 2-year terms	4 members with 2-year terms
2 members with 1-year terms	

Because Type 2 boards are in a separate division in the Code, it will be considered in a separate Ordinance.

Golf Board

Council will consider adding the scope of work of the Golf Board to the Parks and Recreation Board. It was discussed by the Committee and at the Council work session that the original goals of the Golf Board have been achieved and with no foreseeable plans to add golf courses, there likely is not a need for a standalone board to advise on golf related matters. Section 2-107 of Chapter 2, Article III, Division 2 would be struck from the Code. The Board would effectively dissolve on January 1, 2024.

Parks and Recreation Board

Section 2-111 would be amended to include matters related to the operation and maintenance of City-owned golf courses to their scope of work, effective January 1, 2024. In addition, of the four currently active Golf Board members, one would like to serve the remainder of their term on the Parks Board. Therefore, a temporary 10th seat will be added effective January 1, 2024, through December 1, 2024.

Bicycle Advisory Committee (BAC)

Direction was received from the Council work session to bring draft Code language to:

- Rename the Committee to the Active Modes Advisory Board
- Rescope the purpose of the board to reflect the recommendations in the Active Modes Master Plan
- Create a standalone Type 1, 9-member board
- Bring recommendations as to how many and which community organizations should be added as ex-officio seats

As a result, the recommendation for new code language is as follows:

(a) The City shall have an Active Modes Advisory Board, hereafter referred to in this Section as the "Board". The Board shall consist of nine (9) members. In connection with the solicitation, consideration, and appointment of members to the Board, the City Council may give preference to and consider an applicant's experience or training in, or familiarity with, active modes of transportation. It is also desirable that at least one Board member understand the transportation challenges facing individuals with disabilities. The purpose of the Board is to address issues related to active modes of transportation and to seek guidance from active modes-focused stakeholders to achieve the City's climate, mode shift, safety, and

equity goals. Active modes of transportation include walking, biking, micro-mobility (such as scooters and skateboards), and wheelchair use. Active modes may also include human-powered and small electric devices.

(b) The duties and functions of the Board shall be:

- (1) To advise the City Council and City staff on all matters pertaining to active modes of transportation;
- (2) To advise and make recommendations to City staff and the City Council concerning the expenditure of City funds for active modes of transportation;
- (3) To aid and guide the development of City-wide active modes plans, programs, policies, and infrastructure;
- (4) To periodically coordinate its work with the Transportation Board, to support the City's efforts to create a balanced transportation network. This coordination is intended to provide an integrated review of transportation issues.
- (5) To promote public use of active modes and public education on City-wide active modes issues; and
- (6) To be aware of, and coordinate with, the various other City boards, commissions and authorities, City departments, and other organizations and entities whose actions may affect active modes of transportation in the community.

#### Transportation Board

Section 2-113 will be amended to add an ex-officio member from the Active Modes Advisory Board as an additional member under Section A. The entirety of Section C will be struck which describes the Bicycle Advisory Committee. City Council will consider the use of ex-officio members on City Boards and Commissions at a work session on October 24, 2023, and intends to finalize decisions about use of ex-officio board members no later than January 1, 2024.

#### Women's Advisory Board

Direction received from the Council work session included the following:

- Rename to Women and Gender Equity Advisory Board
- Add gender equity to scope of work
- Reduce the number of members of the Board from nine to seven

The following draft Code language will be presented to Council for discussion and consideration:

(a) The City shall have a Women's **and Gender Equity** Advisory Board, hereafter referred to in this Section as the "Board." The Board shall consist of nine (9) members. In addition to the nine (9) Board members appointed by the City Council, the County and Colorado State University may each appoint a representative to serve as an ex-officio nonvoting liaison to the Board.

(b) The Board is created for the purpose of enhancing the status of and opportunities for all women, **transgender, and gender non-binary and gender non-conforming persons ("all genders")** in the City, and shall have the following functions:

- (1) To document, **understand, and prioritize** issues of importance **for all genders** ~~to the status of women~~ in the City;

- (2) To ~~conduct~~ **coordinate and facilitate** educational programs in the Fort Collins community to increase public awareness and sensitivity to the needs and capabilities of all ~~women~~ **genders**;
- (3) To ~~cooperate~~ **coordinate and collaborate** with other organizations and individuals interested in issues affecting ~~women~~ **all genders** in the Fort Collins area;
- (4) To review proposed legislation, policy changes or other governmental action at the federal, state or local level that would enhance or otherwise affect ~~the status of women~~ **all genders** in the City and make recommendations to the City Council regarding the same; and
- (5) To recommend to the City Council the adoption of local legislation or policies that would ~~enhance the status of~~ **achieve equity for** ~~women~~ **all genders** in the City.

Youth Advisory Board (YAB)

The draft Code language presented to Council will attempt to address historical quorum issues that may have resulted from the structure of the board by:

- Changing membership requirement from five to nine members to no more than 12 members with the quorum defined as the majority of the number of appointed members
- Further clarifying that YAB can hold joint meetings with other similar boards
- Adds to the scope the requirement to complete an annual project which is similar to other municipal youth boards

**B. Ordinance No. 119, 2023, Amending Chapter 2, Article III, Division 3 of the Code of the City of Fort Collins to Eliminate One-Year Terms of Type 2 Advisory Boards.**

Similar to Type 1 boards, this amendment will eliminate the one-year terms for Type 2 boards and redistribute as follows:

Type 2 boards - 7 members

Current	Recommended Changes
4 members with 4-year terms	4 members with 4-year terms
2 members with 2-year terms	3 members with 2-year terms
1 member with 1 year term	

Type 2 boards – 9 members

Current	Recommended Changes
4 members with 4-year terms	5 members with 4-year terms
3 members with 2-year terms	4 members with 2-year terms
2 members with 1-year terms	

**C. Ordinance No. 120, 2023, Reorganizing Chapter 2, Article VII, Divisions 1 and 2 of the Code of the City of Fort Collins to Consolidate the Ethical Rules of Conduct and Board of Ethics Sections with a Compliant Process for Violations of the Code of Conduct.**

The complaint process for the Code of Conduct would be described in the Code as follows:

An alleged violation should be filed with the City Clerk’s Office (CCO) within 12 months. CCO will then notify the City Manager’s Office, the member named in the complaint, City Council and the City Attorney. The City Attorney will review the complaint to determine if the scope falls under the Code of Conduct. If an investigation is warranted, the City Attorney’s Office or outside counsel shall conduct the investigation and share written findings with City Council upon completion.

If a violation is sustained against a board or commission member, City Council can take formal action to do any one or more of the following:

- Issue verbal or written direction to cease the problematic conduct
- Direct or encourage corrective training
- Require the violator to issue a written or verbal apology
- Removal from the board or commission

If a violation is sustained against a Council liaison, City Council can take formal action to do any one or more of the following:

- Motion of censure or resolve to remove the particular Council member from the role of liaison
- Issue verbal or written direction to cease the problematic conduct
- Encourage corrective training
- Encourage the violator to issue a written or verbal apology

The Committee also recommended describing the Council Liaison responsibilities in the Code as well. This allows for the public to easily locate the information.

Sections of the Rules of Ethical Conduct have been renumbered and reorganized as these all pertain to conduct of Councilmembers and Board and Commission members so it will be more accessible and easier to follow. In addition, there has been other renumbering to incorporate the new Code of Conduct review process.

#### **D. Anti-Discrimination and Anti-Harassment Policy (ADAHP)**

Formerly known as the Respectful Workplace Policy, ADAHP revises the definition of harassment to comply with the new State of Colorado Protecting Opportunities and Workers' Rights (POWR) Act that went into effect on August 7, 2023. It also changes the screening process to be handled by the Equity Office and the annual reporting and review be conducted by the Assistant City Manager. Attachment 6 contains the full policy and Council will consider adopting this via resolution (Attachment 5).

#### **E. Code of Conduct**

At least within the last year, there have been several interpersonal issues that have risen on boards and commissions that have not been promptly addressed, in part due to the vacancy of the Public Engagement Specialist and also due to no existing policies which cover standards of behavior. The Code of Conduct would apply to both board members as well as Councilmembers. The full policy is included as Attachment 8 and Council will consider adopting this via resolution (Attachment 7).

#### **F. Discussion Regarding Ex-officio Members**

City Council will consider the use of ex-officio members on City Boards and Commissions at a work session on October 24, 2023, and intends to finalize decisions about use of ex-officio board members no later than January 1, 2024.

### **CITY FINANCIAL IMPACTS**

---

None.

### **BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

Feedback was received from Senior Advisory Board, Affordable Housing Board, Transportation Board, and the Bicycle Advisory Committee. The Chair of Human Relations Commission also provided a recommendation for the Women’s Advisory Board.

### **PUBLIC OUTREACH**

---

No formal public outreach was conducted. One community member provided research and recommendations concerning the Women’s Advisory Board.

### **ATTACHMENTS**

---

First Reading attachments not included.

1. Ordinance A for Consideration – Type 1 Advisory Board
2. Ordinance B for Consideration – Type 2 Advisory Board
3. Ordinance C for Consideration – Ethical Rules of Conduct
4. Ordinance No. 118, 2023 (as adopted on First Reading)

ORDINANCE NO. 118, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AMENDING CHAPTER 2, ARTICLE III, DIVISION 2 OF THE CODE OF THE CITY OF  
FORT COLLINS TO MODIFY TYPE 1 ADVISORY BOARD COMPOSITION AND  
FUNCTIONS AND ELIMINATE ONE-YEAR TERMS

WHEREAS, the City has 25 boards and commissions, created by the City Council by ordinances, that perform a wide range of functions, including advising City Council and City staff on areas of particular knowledge or expertise; and

WHEREAS, on November 15, 2022, the City Council adopted Resolution 2022-122 creating an ad hoc committee on boards and commissions (“Committee”) to consider and make recommendations to improve efficiency and consistency of board and commission processes and reduce barriers to participation; and

WHEREAS, on July 19, 2023, its final meeting, the Committee recommended to City Council several changes to the composition and functions of several Type 1 advisory boards, and eliminating most one-year board member terms; and

WHEREAS, City staff developed assessment tools and indicators for the Committee and City Council to consider in deciding whether to sunset or repurpose a board or commission; and

WHEREAS, City staff members recommended dissolving the Bicycle Advisory Committee referenced in the Transportation Board functions and creating a new Type 1 advisory board named the Active Modes Advisory Board, with nine members and functions focused on all active modes of transportation; and

WHEREAS, the Committee evaluated the Golf Board based on the assessment tools and indicators developed by City staff and noted that the Golf Board frequently has a lack of quorum, a lack of membership applications and infrequently communicates with City Council; and

WHEREAS, the Committee recommended combining one of the Golf Board functions with the Parks and Recreation Board functions and dissolving the Golf Board effective January 1, 2024; and

WHEREAS, City staff asked current Golf Board members whether they are interested in serving the remainder of their term on the Parks and Recreation Board and only one Golf Board member expressed interest; and

WHEREAS, the Committee recommended adding one of the current Golf Board members as a tenth member to the Parks and Recreation Board only until that member’s term expires or his term ends for other permissible reason; and

WHEREAS, the Transportation Board currently includes a committee referred to as the “Bicycle Advisory Committee,” which consists of sixteen (16) members, including representatives from several other boards; and

WHEREAS, the Committee used the assessment tools and indicators developed by staff and determined that repurposing the Women’s Advisory Board to include gender equity is warranted; and

WHEREAS, the Committee recommended changing the name of the Women’s Advisory Board to the Women and Gender Equity Advisory Board, and reducing the number of board members from nine (9) to seven (7); and

WHEREAS, the Committee also recommended changes to the functions of the Women’s Advisory Board to include enhancing the status and opportunities for women and gender non-binary and gender non-conforming persons in the City; and

WHEREAS, City staff recommended changes to the Youth Advisory Board, including the number of members, a quorum requirement, and revisions to functions; and

WHEREAS, the Committee considered staff’s input and recommended these changes to the City Council; and

WHEREAS, on April 20, 2021, the City Council adopted Ordinance No. 049, 2021, which amended City Code provisions to require one (1) year terms for Type I and II advisory boards; and

WHEREAS, feedback from Type I and II advisory board members is that a one (1) year term is not long enough for board members to learn their role and contribute meaningfully to the functions of assigned boards; and

WHEREAS, the Committee recommended that one (1) year terms be eliminated except for one (1) year terms of the Youth Advisory Board; and

WHEREAS, the City Council finds that the proposed changes to the City Code are in the best interests of the City and its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That Section 2-101 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-101 Membership; term.**

Except as otherwise expressly provided, all type 1 advisory boards shall consist of either seven (7) or nine (9) members. On nine-member boards, five (5) members shall be appointed for a term of four (4) years, and four (4) members shall be appointed for a term of two (2) years. On seven-



member boards, four (4) members shall be appointed for a term of four (4) years and three (3) members shall be appointed for a term of two (2) years. No board member shall serve more than eight (8) consecutive years regardless of term length.

Section 3. That Chapter 2, Division 2 of the Code of the City of Fort Collins is hereby amended by the addition of a new Section 2-101.5 which reads in its entirety as follows:

**Sec. 2-101.5. Active Modes Advisory Board.**

(a) The City shall have an Active Modes Advisory Board, hereafter referred to in this Section as the “Board”. The Board shall consist of nine (9) members. In connection with the solicitation, consideration, and appointment of members to the Board, the City Council may give preference to and consider an applicant's experience or training in, or familiarity with, active modes of transportation. It is also desirable that at least one Board member understand the transportation challenges facing individuals with disabilities. The purpose of the Board is to address issues related to active modes of transportation and to seek guidance from active modes-focused stakeholders to achieve the City’s climate, mode shift, safety, and equity goals. Active modes of transportation include walking, biking, micro-mobility (such as scooters and skateboards), and wheelchair use. Active modes may also include human-powered and small electric devices.

(b) The duties and functions of the Board shall be:

- (1) To advise the City Council and City staff on all matters pertaining to active modes of transportation;
- (2) To advise and make recommendations to City staff and the City Council concerning the expenditure of City funds for active modes of transportation;
- (3) To aid and guide the development of City-wide active modes plans, programs, policies, and infrastructure;
- (4) To periodically coordinate its work with the Transportation Board, to support the City’s efforts to create a balanced transportation network. This coordination is intended to provide an integrated review of transportation issues.
- (5) To promote public use of active modes and public education on City-wide active modes issues; and
- (6) To be aware of, and coordinate with, the various other City boards, commissions and authorities, City departments, and other organizations and entities whose actions may affect active modes of transportation in the community.

~~Section 4. That Section 2-102 of the Code of the City of Fort Collins is hereby amended to read as follows:~~

~~**Sec. 2-102 Affordable Housing Board.**~~

~~(a) The City shall have an Affordable Housing Board, hereafter referred to in this Section as the "Board." The Board shall consist of seven (7) members. In connection with the solicitation, consideration, and appointment of members to the Board, the City Council may give preference to and consider an applicant's experience or training in, or familiarity with, affordable housing issues, including, without limitation, issues pertaining to development, finance, lending, charitable and low income services, and general community services. It is also desirable that at least one Board member be a current or former resident of affordable housing.~~

...

Section 54. That Section 2-107 of the Code of the City of Fort Collins is hereby deleted in its entirety and the section held in reserve.

Section 65. That Section 2-111 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-111. Parks and Recreation Board.**

(a) The City shall have a Parks and Recreation Board, hereafter referred to in this Section as the "Board." The Board shall consist of nine (9) members, with the addition of one (1) member, until the term of said additional member, previously a Golf Board member to be appointed for a term beginning in 2024, expires or ends for other permissible reason.

(b) The Board shall have the following functions:

(1) To advise and make recommendations to the Director of Community Services and the City Council for their approval as to rules, regulations, policies, administrative and budgetary matters pertaining to the Department, including matters relating to the operation and maintenance of City-owned golf courses and excluding cemeteries;

...

Section 76. That Section 2-113 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-113. Transportation Board.**

(a) The City shall have a Transportation Board, hereafter referred to in this Section as the "Board." The Board shall consist of nine (9) members

(b) The Board shall have the following functions:

(1) To advise the City Council on matters pertaining to the City's transportation policies and system, including, but not limited to, transportation planning, alternative modes planning (including bikeways, pedestrian facilities, transit, air transportation and

van- and car-pooling), capital improvement projects, downtown parking management and other transportation issues as identified in the Board work plan; and

(2) To review the City's interaction with federal, state and county government, as well as North Front Range Transportation and Air Quality Planning Council, Colorado State University and Poudre School District on transportation-related issues.

(c) The Board will coordinate its policy review with other appropriate City boards and commissions as needed. This coordination is intended to provide an integrated review of transportation issues as they relate to other policy areas such as air quality, natural resources and land use. The Board will ensure that an element of its policy review will include appropriate community input.

Section 87. That Section 2-114 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-114. – Women and Gender Equity Advisory Board.**

(a) The City shall have a Women and Gender Equity Advisory Board, hereafter referred to in this Section as the "Board." The Board shall consist of seven (7) members.

(b) The Board is created for the purpose of enhancing the status of and opportunities for all women, transgender, and gender non-binary and gender non-conforming persons (“all genders”) in the City, and shall have the following functions:

(1) To document, understand, and prioritize issues of importance for all genders in the City;

(2) To coordinate and facilitate educational programs in the Fort Collins community to increase public awareness and sensitivity to the needs and capabilities of all genders;

(3) To coordinate and collaborate with other organizations and individuals interested in issues affecting all genders in the Fort Collins area;

(4) To review proposed legislation, policy changes or other governmental action at the federal, state or local level that would enhance or otherwise affect all genders in the City and make recommendations to the City Council regarding the same; and

(5) To recommend to the City Council the adoption of local legislation or policies that would achieve equity for all genders in the City.

Section 98. That Section 2-115 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-115. Youth Advisory Board.**

(a) The City shall have a Youth Advisory Board, hereafter referred to in this Section as the "Board." The Board shall consist of no more than twelve (12) members appointed by the City Council. All members shall be qualified by experience, training, age, ethnicity or socioeconomic background to represent a diverse cross section of youth in the Fort Collins community. Each member of the Board shall be under the age of nineteen (19) years at the time of appointment and currently enrolled in high school or an equivalent program such as home school or distance learning. A quorum of the Board shall consist of a majority number of members appointed to the Board at any point in time.

(b) Each member shall serve for a term of one (1) year unless otherwise specified by the City Council, and no member may serve for more than four (4) consecutive years regardless of term length. Appointments shall specify the term of office of each individual.

(c) The Board shall have the following functions:

(1) To gather information from, hold joint meetings, and otherwise communicate with, other groups, organizations and agencies regarding youth-oriented issues and problems;

(2) To document and discuss issues of importance to youth in the Fort Collins community, specifically as they affect City-operated services;

(3) To review and discuss legislation that may affect youth;

(4) To recommend to City Council local legislation and policy actions or changes which would enhance the status of youth in the Fort Collins community; and

(5) To complete an annual project consistent with the other listed functions.

Section 109. That the revisions to the City Code set forth in this Ordinance will go into effect on January 1, 2024.

Introduced, considered favorably on first reading and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

ORDINANCE NO. 119, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AMENDING CHAPTER 2, ARTICLE III, DIVISION 3 OF THE CODE OF THE CITY OF  
FORT COLLINS TO ELIMINATE ONE-YEAR TERMS OF TYPE 2 ADVISORY BOARDS

WHEREAS, the City has 25 boards and commissions, created by the City Council by ordinances, that perform a wide range of functions, including advising City Council and City staff on areas of particular knowledge or expertise; and

WHEREAS, on November 15, 2022, the City Council adopted Resolution 2022-122 creating an ad hoc committee on boards and commissions (“Committee”) to consider and make recommendations to improve efficiency and consistency of board and commission processes and reduce barriers to participation; and

WHEREAS, on July 19, 2023, the Committee recommended to City Council to eliminate one-year board member terms of Type 2 advisory boards; and

WHEREAS, on April 20, 2021, the City Council adopted Ordinance No. 049, 2021, which amended City Code provisions to require one (1) year terms for Type 1 and 2 advisory boards; and

WHEREAS, feedback from advisory board members is that a one (1) year term is not long enough for board members to learn their role and contribute meaningfully to the functions of assigned boards; and

WHEREAS, the Committee recommended to City Council to eliminate one-year terms for Type 2 advisory boards; and

WHEREAS, the City Council finds that the proposed changes to the City Code are in the best interests of the City and its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That Section 2-141 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-141 Membership; term.**

Except as otherwise expressly provided, all type 2 advisory boards shall consist of either seven (7) or nine (9) members. On nine-member boards, five (5) members shall be appointed for a term of four (4), and four (4) members shall be appointed for a term of two (2) years. On seven-member boards, four (4) members shall be appointed for a term of four (4) years and three (3) members

shall be appointed for a term of two (2) years. No board member shall serve more than eight (8) consecutive years regardless of term length.

Section 3. That this Ordinance will go into effect on January 1, 2024.

Introduced, considered favorably on first reading and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

ORDINANCE NO. 120, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
REORGANIZING CHAPTER 2, ARTICLE VII, DIVISIONS 1 AND 2 OF THE CODE OF  
THE CITY OF FORT COLLINS TO CONSOLIDATE THE ETHICAL RULES OF CONDUCT  
AND BOARD OF ETHICS SECTIONS WITH A COMPLAINT PROCESS FOR  
VIOLATIONS OF THE CODE OF CONDUCT

WHEREAS, the City has 25 boards and commissions, whose members are appointed by the City Council; and

WHEREAS, on November 15, 2023, the City Council adopted Resolution 2022-122 creating an ad hoc committee on boards and commissions (“Committee”) to consider and make recommendations to improve efficiency and consistency of board and commission processes and reduce barriers to participation; and

WHEREAS, with input from individual City Councilmembers, City staff developed a Code of Conduct that applies to board and commission members, and some provisions that apply to both board and commission members as well as City Councilmembers; and

WHEREAS, the Code of Conduct includes provisions about upholding standards of integrity and honesty, and respectful discourse; and

WHEREAS, City staff presented versions of the Code of Conduct to the Committee for comment and, after revisions were made in response to comments, on July 19, 2023, the Committee recommended adoption of a final version of the Code of Conduct for City Council approval; and

WHEREAS, the Code of Conduct will be considered for approval by separate City Council resolution and, if approved, attached as an appendix to the Boards and Commissions Manual; and

WHEREAS, City staff developed a process for formally filing and resolving complaints of violation of the Code of Conduct (“Complaint Process”); and

WHEREAS, on July 19, 2023, the Committee recommended adoption of the Complaint Process; and

WHEREAS, Sections 2-568 and 2-569 of the City Code contain ethical rules of conduct and discussion about a board of ethics charged with interpreting and applying the definitions, rules and procedures pertaining to ethics established by the City Charter and City Code and applicable provisions of state statute; and

WHEREAS, the ethical rules and the Code of Conduct are similar in that they both address City Councilmember and board or commission member conduct; and

WHEREAS, the City developed its ethical rules and board of ethics under its home rule authority; and



WHEREAS, City staff recommends combining the ethical rules and the board of ethics provisions with the Complaint Process in Division 2 of Chapter 2, Article VII to reorganize and simplify rules governing the conduct of City Councilmembers and board and commission members with the Complaint Process in one division; and

WHEREAS, the City Council finds that the proposed changes to the City Code are in the best interests of the City and its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That Division 2 of Article VII of Chapter 2 of the Code of the City of Fort Collins is hereby entitled "Ethical Rules and Conduct: Related Procedures."

Section 3. That Section 2-568 of the Code of the City of Fort Collins is hereby repealed and reenacted in multiple new sections in Division 2 of Article VII, Sections 2-575 through 2-578, to read as follows:

**Sec. 2-575. Ethical Rules of Conduct - Definitions**

The following words, terms and phrases, when used in this Division, and in Section 9 of the Charter Article IV, shall have the following meanings:

- (a) *Attempt to influence or influence*, as it pertains to this Division, shall mean take any action intended to impact, shape, control, sway, bias or prejudice.
- (b) *Benefit* shall mean an advantage or gain.
- (c) *Board and commission member* shall mean a member of any appointive board or commission of the City.
- (d) *Confidential information* or *information received in confidence* shall mean:
  - (1) Information contained in any writing that may properly be withheld from public inspection under the provisions of the Colorado Open Records Act and that is marked "confidential" when provided to the officer or employee;
  - (2) All information exchanged or discussed in any executive session properly convened under § 2-31 or 2-71 of the Code, except to the extent that such information is also contained in a public record available to the general public under the provisions of the Colorado Open Records Act; or

(3) All communications between attorneys representing the City and officers or employees of the City that are subject to the attorney-client privilege, whether oral or written, unless the privilege has been waived.

(e) *Councilmember* shall mean a member of the City Council.

(f) *Different in kind from that experienced by the general public* shall mean of a different type or nature not shared by the public generally and that is not merely different in degree from that experienced by the public generally.

(g) *Direct* shall mean resulting immediately and proximately from the circumstances and not from an intervening cause.

(h) *Detriment* shall mean disadvantage, injury, damage or loss.

(i) *Financial interest* shall have the meaning given to this term in Section 9(a) of Charter Article IV, which states:

*Financial interest* means any interest equated with money or its equivalent. Financial interest shall not include:

(1) the interest that an officer, employee or relative has as an employee of a business, or as a holder of an ownership interest in such business, in a decision of any public body, when the decision financially benefits or otherwise affects such business but entails no foreseeable, measurable financial benefit to the officer, employee or relative;

(2) the interest that an officer, employee or relative has as a nonsalaried officer or member of a nonprofit corporation or association or of an educational, religious, charitable, fraternal or civic organization in the holdings of such corporation, association or organization;

(3) the interest that an officer, employee or relative has as a recipient of public services when such services are generally provided by the city on the same terms and conditions to all similarly situated citizens, regardless of whether such recipient is an officer, employee or relative;

(4) the interest that an officer, employee or relative has as a recipient of a commercially reasonable loan made in the ordinary course of business by a lending institution, in such lending institution;

(5) the interest that an officer, employee or relative has as a shareholder in a mutual or common investment fund in the holdings of such fund unless the shareholder actively participates in the management of such fund;

(6) the interest that an officer, employee or relative has as a policyholder in an insurance company, a depositor in a duly established savings association or bank, or a

similar interest-holder, unless the discretionary act of such person, as an officer or employee, could immediately, definitely and measurably affect the value of such policy, deposit or similar interest;

(7) the interest that an officer, employee or relative has as an owner of government-issued securities unless the discretionary act of such owner, as an officer or employee, could immediately, definitely and measurably affect the value of such securities; or

(8) the interest that an officer or employee has in the compensation received from the city for personal services provided to the city as an officer or employee.

(j) *Officer or employee* shall mean any person holding a position by election, appointment or employment in the service of the City, whether part-time or full-time, including any member of the City Council and any member of any authority, board, committee or commission of the City, other than an authority that is:

(1) Established under the provisions of the Colorado Revised Statutes;

(2) Governed by state statutory rules of ethical conduct; and

(3) Expressly exempted from the provisions of Article IV of the City Charter by ordinance of the City Council.

(k) *Personal interest* shall have the meaning given to this term in Section 9(a) of the Charter Article IV, which states:

*Personal interest* means any interest (other than a financial interest) by reason of which an officer or employee, or a relative of such officer or employee, would, in the judgment of a reasonably prudent person, realize or experience some direct and substantial benefit or detriment different in kind from that experienced by the general public. Personal interest shall not include:

(1) the interest that an officer, employee or relative has as a member of a board, commission, committee, or authority of another governmental entity or of a nonprofit corporation or association or of an educational, religious, charitable, fraternal, or civic organization;

(2) the interest that an officer, employee or relative has in the receipt of public services when such services are generally provided by the city on the same terms and conditions to all similarly situated citizens; or

(3) the interest that an officer or employee has in the compensation, benefits, or terms and conditions of his or her employment with the city.

(l) *Public body* shall have the meaning given to this term in Section 9(a) of Charter Article IV, which states:

*Public body* means the Council or any authority, board, committee, commission, service area, department or office of the city.

(m) *Public services* shall mean city services provided to or made available for the public's benefit.

(n) *Purchases from the city*, as described in Section 9(b)(2) of Charter Article IV, shall not include payments by an employee to the city pursuant to an agreement for housing in which such employee is required to live as a condition of employment with the city.

(o) *Related entity* shall mean any corporation, limited liability company, partnership, sole proprietorship, joint venture, trust, estate, foundation, association, business, company or any other organization, whether or not operated for profit, with respect to which an officer or employee, or a relative of the same, has a substantial ownership interest in, is employed by, is an agent for or otherwise represents in any legal capacity.

(p) *Relative* shall have the meaning given to this word in Section 9(a) of Charter Article IV, which states:

*Relative* means the spouse or minor child of the officer or employee, any person claimed by the officer or employee as a dependent for income tax purposes, or any person residing in and sharing with the officer or employee the expenses of the household.

(q) *Routine City matter* shall mean a usual and ordinary registration, reservation, or other request or application, within a program or for public services or City approval, such as a registration for a recreation class, reservation of a park shelter, request for standard utility services or application for a building permit, development approval or variance, or an appeal, provided that the same is carried out using a routine process or system or in a manner consistent with standard practices.

(r) *Similarly situated citizens* shall mean citizens in like circumstances having comparable legal rights and obligations.

(s) *Substantial* shall mean more than nominal in value, degree, amount or extent.

**Sec. 2-576. Ethical rules of conduct – officers and employees.**

(a) Use and disclosure of confidential information. The following rules shall apply to the use and disclosure of confidential information by officers and employees of the City. In the event of any conflict among these provisions, the more specific provision shall take precedence over the more general provision.

(1) No use for personal gain. No officer or employee shall knowingly use information received in confidence as an officer or employee to advance the financial or personal interests of the officer or employee or others.

(2) Disclosure of confidential information, generally. No officer or employee shall knowingly disclose any confidential information to any person who is not an officer or employee or to an officer or employee whose official duties are unrelated to the subject matter of the confidential information or to maintaining an official record of such information on behalf of the City, unless such disclosure is reasonably necessary to protect the City from the gross mismanagement of public funds, the abuse of governmental authority, or illegal or unethical practices.

(3) Disclosure of confidential information provided to the City Council. All information received in confidence by the City Council shall remain confidential, and no officer or employee shall knowingly disclose any such confidential information to any person to whom such information was not originally distributed by City staff unless and until the City Council has, by majority vote, consented to its release, unless such disclosure is reasonably necessary to protect the City from the gross mismanagement of public funds, the abuse of governmental authority, or illegal or unethical practices.

(4) Disclosure of information discussed in executive session. No officer or employee shall knowingly disclose any confidential information discussed in an executive session to any person who was not present during such discussion, other than members of such body who were unable to attend the executive session, without the prior knowledge and consent of the body holding such executive session, unless such disclosure is reasonably necessary to protect the City from the gross mismanagement of public funds, the abuse of governmental authority, or illegal or unethical practices. In the event that a matter discussed in executive session comes before the City Council or a board or commission of the City for formal action at an open meeting, or if such formal action is anticipated, nothing herein shall be construed as prohibiting a member of the body that will be taking such formal action from stating his or her position or opinion with regard to the matter, as long as such statements do not divulge confidential information received from others during the executive session.

(5) Certain distribution and discussion by City Manager and City Attorney permitted. Notwithstanding the provisions of Subparagraphs (3) and (4) above, the City Manager and City Attorney may further distribute confidential information provided to the City Council and may disclose confidential information discussed in any executive session of the City Council, or of a Council committee, to such staff members and/or board and commission members as they may consider reasonably necessary to enable them to fully advise the City Council or to implement any direction given by the City Council or to advise other officers and employees of the City whose official duties are related to the subject matter of the confidential information or to maintaining a record of the same on behalf of the City.

(6) No disclosure of confidential information to officer or employee having conflict of interest. No officer or employee who has filed a statement of conflict of interest with the

City Clerk under Article IV, Section 9 of the Charter, or who has been determined by the City Council under the provisions of Subparagraph g. below to have a conflict of interest, shall knowingly elicit, accept or inspect any confidential information pertaining to the subject matter of such conflict of interest, nor shall any such officer or employee attend or participate in an executive session of the City Council, or of a Council committee or board or commission of the City, pertaining to said subject matter.

(7) The City Council may determine that a Councilmember shall not receive confidential information or attend executive sessions on a particular topic if the City Council first determines that said Councilmember has a conflict of interest in the subject matter of such confidential information and/or executive session. Any such determination by the City Council shall be made only after the City Council has received an advisory opinion and recommendation of the Ethics Review Board on the question, rendered in accordance with the provisions of § 2-579.

(b) All officers and employees shall refrain from accepting payment for any speeches, debates or other public events and shall further refrain from accepting any gift or favor which, in the judgment of a reasonably prudent person, would tend to impair the officer's or employee's independence of judgment in the performance of his or her official duties. The following shall not constitute prohibited gifts or favors under this Section:

- (1) Campaign contributions reported as required by Chapter 7, Article V of this Code;
- (2) A nonpecuniary award publicly presented by a nonprofit organization in recognition of public service;
- (3) Payment of or reimbursement for actual and necessary expenditures for travel and subsistence for attendance at a convention or other meeting at which an officer or employee is scheduled to participate;
- (4) Reimbursement for or acceptance of an opportunity to participate in a social function or meeting which is offered to an officer or employee which is not extraordinary when viewed in light of the position held by such officer or employee;
- (5) Items of perishable or nonpermanent value that are insignificant in value, including, but not limited to, meals, lodging, travel expenses or tickets to sporting, recreational, educational or cultural events; and
- (6) Payment of salary from employment, including other employment in addition to that earned from being an officer or employee.

(c) No officer or employee shall request on his or her own behalf, or for or through a relative or related entity, from any other officer or employee, or grant to any other officer or employee, or relative or related entity of the same, any consideration, treatment or advantage in the interpretation, administration or enforcement of the Charter, Code, any City regulation, policy or

program or in the provision of public services, that is substantially different from that available to other persons in the same circumstances or having the same need.

**Sec. 2-577. Additional ethical rules of conduct – board or commission members**

(a) In any action in which a member of a City board or commission ("member") declares a conflict of interest or is prohibited from participation pursuant to subsection (75) below, or for any other reason, such member shall not communicate to or attempt to influence such board or commission regarding such item, in any capacity, except that:

(1) the member may communicate with said board or commission to protect a strictly personal interest, in the same or similar ways in which the public is permitted to communicate with the board or commission.

(2) the member may prepare materials on behalf of another for a project in the normal course of business or operation, so long as the purpose of those materials is not directly and substantially related to advocacy before said member's board or commission. Those materials may be included in materials submitted by another to said member's board or commission so long as they fall within this exception. For illustrative purposes, such materials may include, but are not necessarily limited to architectural plans, technical studies, and engineering designs.

(3) if a member is precluded from participating in or influencing the decision of their board or commission, they may request a variance from the limitations of this subsection from the City Council in the following circumstances, and in the following manner:

a. The member must submit a request for a variance to the City Clerk on a form provided by the City Clerk for such purpose.

b. The member must demonstrate that without the variance, they would suffer an exceptional hardship, and that no reasonable alternative exists that would allow for that hardship to be avoided or substantially mitigated;

c. The City Council must act by resolution to approve or disapprove the requested variance.

(4) This limitation does not apply to persons other than the member who are affiliated with that member's firm or entity, and such other persons, but not the member, may continue to work on the project and may advocate to such member's board or commission, provided that the member complies with the applicable requirements and limitations.

(5) Additional limitations on participation.

a. No member of a Quasi-Judicial Commission, as defined in Article III of this Chapter 2, who has participated or intends to participate as a member of the public, or on behalf of another person or entity, to provide input or public comment as part

of a City process about a particular proposal or project for which a City review, permit or approval is required (such as, for example, speaking at a neighborhood meeting for a development project or appearing at an administrative hearing for a project), is allowed to participate in that process in their role as a board or commission member.

- 1. In the event such input or public comment has been provided, or is expected to be provided, the commission member must promptly provide written notice to the City Clerk that they are required to refrain from participation in their role as a commission member in the City process or decision.
  - 2. The commission member must also provide the required notice to the chair of the commission of which they are a member.
- b. The prohibitions and requirements of this subsection (5) apply whether or not a conflict of interest is presented or has been declared and are in addition to, and not in place of, the requirements applicable to any officer or employee in the event of a conflict of interest.
- c. No member of a Quasi-Judicial Commission, as defined in Article III of this Chapter 2, may provide input or public comment on behalf of that commission as part of a City process about a particular proposal or project for which a City review, permit or approval is required, except as expressly authorized and directed by such commission.

**Sec. 2-578. Additional ethical rules of conduct – mayor and council members.**

- (a) With respect to any matter regarding which a Councilmember has declared a conflict of interest, said Councilmember is prohibited from discussing with, or otherwise attempting in any capacity to influence, directly or indirectly, any City officer or employee, and from representing any person or interest before the City Council or any board of commission of the City or in dealing with any City officer or employee, except that such Councilmember may represent with any City employee or before the City Council or a board or commission of the City his or her own interest or that of a relative provided said Councilmember does not violate § 2-577.
- (b) If any Councilmember contacts an officer or employee regarding a request in connection with that contacted officer's or employee's role and in relation to a matter that is not a routine City matter and is not within the Councilmember's role as an officer of the City, said Councilmember shall no later than 5:00 p.m. on the next business day after such contact deliver a written disclosure to the City Clerk and the City Manager and to all other members of City Council. The written disclosure must describe the date, time and general subject matter of the contact, together with the identity of the officer or employee contacted. Any private or confidential information, such as tax, utility account, or other personal information may be excluded or redacted from such disclosure. Disclosure by means of an electronic message shall be deemed to constitute written disclosure for purposes of this provision.



(c) Notwithstanding the provisions of § 1-15 of the Code, an alleged violation of the provisions of this Division by a member of the City Council shall not be prosecuted in the Municipal Court as a misdemeanor criminal offense but shall instead be referred to the Ethics Review Board for an advisory opinion and recommendation under the provisions of § 2-579.

(d) With respect to any Councilmember serving as a liaison to a board or commission, such Councilmember must not direct the board in its activities or work. A liaison’s role is to serve as a contact rather than an advocate for or ex-officio member of the board or commission.

Section 4. That Section 2-569 of the Code of the City of Fort Collins regarding the Board of Ethics is hereby moved to Division 2 of Article VII and renumbered to Section 2-579, with all internal references renumbered accordingly.

Section 5. That Chapter 2, Article VII, Division 2 of the Code of the City of Fort Collins is hereby amended by the addition of a new Section 2-580 which reads in its entirety as follows:

**Sec. 2-580. Code of Conduct formal complaint and resolution process.**

(a) Definitions

(1) *Appointee* shall mean any person who is serving on a Council-appointed board or commission.

(2) *Code of Conduct* shall mean the “Code of Conduct” applicable to City board and commission members and members of the City Council, and adopted by the City Council by resolution or ordinance, as amended from time to time.

(3) *Colorado Open Records Act* shall mean C.R.S. §§24-72-200.1, et. seq, as the same may be amended from time to time.

(4) *Members* shall mean any appointee or City Councilmember.

(5) *Liaison* shall mean the councilmember appointed to serve as council liaison to a given board or commission.

(b) The City Council encourages any person who is a witness to a violation of the Code of Conduct to immediately bring the violation to the attention of the City, in accordance with the following procedures.

(c) Confidentiality and Privacy Interests.

(1) Members must be accountable to the City Council, the City organization and the public they serve. The public deserves to have access to some information about complaints and complaint trends, but this must be balanced with the needs of the parties to have a safe, fair, and impartial process with appropriate confidentiality. The complaint resolution

process is a confidential process. Those involved in the complaint process must ensure that reporting parties can communicate privately and confidentially with them in discussing their complaints. Complaints and information about the investigation must be kept confidential by all parties, witnesses, those who handle the complaints, and those who recommend discipline or remediation, to the fullest extent possible. Information received through the complaint process shall not be disclosed pursuant to an open records request except in accordance with the Colorado Open Records Act.

(d) Complaints.

(1) Any person who believes that a member has violated any provision of the Code of Conduct may file a complaint with the City Clerk. Complaints may be filed by any member, a City staff person, a City contractor or vendor, or a person whose employment gives them access to or contact with the board or commission at issue or the City Council.

(2) The complaint must contain all facts available to the reporting party regarding the alleged violation.

(3) No action may be taken under this section on any complaint that is filed later than twelve months after discovery of the facts supporting an allegation that a violation of the Code of Conduct has occurred.

(4) Upon receipt of the complaint, the City Clerk shall immediately notify the City Manager's Office, the member named in the complaint, the City Council, and the City Attorney. Each complaint shall name only one individual as its subject.

(5) The City Attorney or City Manager or their designee shall review the complaint to determine whether the alleged misconduct falls within the scope and purpose of the Code of Conduct and whether the complaint warrants investigation in light of commonly known and documented facts and circumstances. If investigation is warranted, the City Attorney shall develop facts relevant to the complaint and interpret and apply the provisions of the Code of Conduct. The City Attorney may select and retain one or more qualified attorneys to review complaints as his or her designee.

(6) After investigation, the City Attorney shall issue written findings of fact and conclusions of law to the City Council, which shall be filed with the City Clerk and available for public inspection.

(e) Sanctions and Remedies for Violation.

(1) If the party conducting an investigation pursuant to this section finds that a member has violated any provision of the Code of Conduct, the City Council may take any of the following actions:

a. In the case of a City Councilmember, a motion of censure or a motion to remove the particular Councilmember from the role of liaison;

- b. In the case of an appointee, removal from the applicable board or commission;
- c. In the case of a member:
  - i. Issue verbal or written direction (for appointee) or encouragement (for member) to cease the violative conduct;
  - ii. Direct (for appointee) or encourage (for member) corrective training; or
  - iii. Require the violator (for appointee) or encourage (for member) to issue a written or verbal apology to the reporting party if the latter consents to such an apology.
  - iv. Any other actions determined appropriate by City Council.
- d. While a violation of the Code of Conduct shall not constitute a violation of the City Code, as such, this provision is not intended to impair or supersede such other action as may be appropriate under applicable state statutes, the City Charter, ordinances, resolutions, or rules and policies of the City or City Council.

Section 6. That Sections 2-568 and 2-569 of the Code of the City of Fort Collins are now held in reserve.

Section 7. That all references in the Code of the City of Fort Collins to Section 2-568 or Section 2-569, or any portions thereof, shall be renumbered in accordance with the new section numbers assigned to those provisions in this Ordinance.

Introduced, considered favorably on first reading and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

ORDINANCE NO. 118, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AMENDING CHAPTER 2, ARTICLE III, DIVISION 2 OF THE CODE OF THE CITY OF  
FORT COLLINS TO MODIFY TYPE 1 ADVISORY BOARD COMPOSITION AND  
FUNCTIONS AND ELIMINATE ONE-YEAR TERMS

WHEREAS, the City has 25 boards and commissions, created by the City Council by ordinances, that perform a wide range of functions, including advising City Council and City staff on areas of particular knowledge or expertise; and

WHEREAS, on November 15, 2022, the City Council adopted Resolution 2022-122 creating an ad hoc committee on boards and commissions (“Committee”) to consider and make recommendations to improve efficiency and consistency of board and commission processes and reduce barriers to participation; and

WHEREAS, on July 19, 2023, its final meeting, the Committee recommended to City Council several changes to the composition and functions of several Type 1 advisory boards, and eliminating most one-year board member terms; and

WHEREAS, City staff developed assessment tools and indicators for the Committee and City Council to consider in deciding whether to sunset or repurpose a board or commission; and

~~WHEREAS, the Housing Catalyst requested that the Committee consider adding an ex-officio, non-voting member to the Affordable Housing Board, a Housing Catalyst staff member who has expertise and local knowledge of affordable housing; and~~

~~WHEREAS, the Committee recommended adding a Housing Catalyst staff member to serve as a non-voting, ex-officio member of the Affordable Housing Board; and~~

WHEREAS, City staff members recommended dissolving the Bicycle Advisory Committee referenced in the Transportation Board functions and creating a new Type 1 advisory board named the Active Modes Advisory Board, with nine members and functions focused on all active modes of transportation; and

WHEREAS, the Committee evaluated the Golf Board based on the assessment tools and indicators developed by City staff and noted that the Golf Board frequently has a lack of quorum, a lack of membership applications and infrequently communicates with City Council; and

WHEREAS, the Committee recommended combining one of the Golf Board functions with the Parks and Recreation Board functions and dissolving the Golf Board effective January 1, 2024; and

WHEREAS, City staff asked current Golf Board members whether they are interested in serving the remainder of their term on the Parks and Recreation Board and only one Golf Board member expressed interest; and

WHEREAS, the Committee recommended adding one of the current Golf Board members as a tenth member to the Parks and Recreation Board only until that member’s term expires or his term ends for other permissible reason; and

WHEREAS, the Transportation Board currently includes a committee referred to as the “Bicycle Advisory Committee,” which consists of sixteen (16) members, including representatives from several other boards; and

WHEREAS, the Committee used the assessment tools and indicators developed by staff and determined that repurposing the Women’s Advisory Board to include gender equity is warranted; and

WHEREAS, the Committee recommended changing the name of the Women’s Advisory Board to the Women and Gender Equity Advisory Board, and reducing the number of board members from nine (9) to seven (7); and

WHEREAS, the Committee also recommended changes to the functions of the Women’s Advisory Board to include enhancing the status and opportunities for women and gender non-binary and gender non-conforming persons in the City; and

WHEREAS, City staff recommended changes to the Youth Advisory Board, including the number of members, a quorum requirement, and revisions to functions; and

WHEREAS, the Committee considered staff’s input and recommended these changes to the City Council; and

WHEREAS, on April 20, 2021, the City Council adopted Ordinance No. 049, 2021, which amended City Code provisions to require one (1) year terms for Type I and II advisory boards; and

WHEREAS, feedback from Type I and II advisory board members is that a one (1) year term is not long enough for board members to learn their role and contribute meaningfully to the functions of assigned boards; and

WHEREAS, the Committee recommended that one (1) year terms be eliminated except for one (1) year terms of the Youth Advisory Board; and

WHEREAS, the City Council finds that the proposed changes to the City Code are in the best interests of the City and its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That Section 2-101 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-101 Membership; term.**

Except as otherwise expressly provided, all type 1 advisory boards shall consist of either seven (7) or nine (9) members. ~~To achieve overlapping tenure and allow for a variety of time commitments by members four (4) members shall be appointed for a term of four (4) years.~~ On nine-member boards, **five (5)** ~~three (3)~~ members shall be appointed for a term of **four (4)** ~~two (2)~~ years, and **four (4)** ~~two (2)~~ members shall be appointed for a term of **two (2)** ~~one (1)~~ years. On seven-member boards, **four (4)** ~~two (2)~~ members shall be appointed for a term of **four (4)** ~~two (2)~~ years and **three (3)** ~~one (1)~~ members shall be appointed for a term of **two (2)** ~~one (1)~~ years. No board member shall serve more than eight (8) consecutive years regardless of term length.

Section 3. That Chapter 2, Division 2 of the Code of the City of Fort Collins is hereby amended by the addition of a new Section 2-101.5 which reads in its entirety as follows:

**Sec. 2-101.5. Active Modes Advisory Board.**

(a) The City shall have an Active Modes Advisory Board, hereafter referred to in this Section as the “Board”. The Board shall consist of nine (9) members. In connection with the solicitation, consideration, and appointment of members to the Board, the City Council may give preference to and consider an applicant's experience or training in, or familiarity with, active modes of transportation. It is also desirable that at least one Board member understand the transportation challenges facing individuals with disabilities. The purpose of the Board is to address issues related to active modes of transportation and to seek guidance from active modes-focused stakeholders to achieve the City’s climate, mode shift, safety, and equity goals. Active modes of transportation include walking, biking, micro-mobility (such as scooters and skateboards), and wheelchair use. Active modes may also include human-powered and small electric devices.

(b) The duties and functions of the Board shall be:

(1) To advise the City Council and City staff on all matters pertaining to active modes of transportation;

(2) To advise and make recommendations to City staff and the City Council concerning the expenditure of City funds for active modes of transportation;

(3) To aid and guide the development of City-wide active modes plans, programs, policies, and infrastructure;

(4) To periodically coordinate its work with the Transportation Board, to support the City’s efforts to create a balanced transportation network. This coordination is intended to provide an integrated review of transportation issues.

(5) To promote public use of active modes and public education on City-wide active modes issues; and

(6) To be aware of, and coordinate with, the various other City boards, commissions and authorities, City departments, and other organizations and entities whose actions may affect active modes of transportation in the community.

~~(c) — In addition to the nine (9) voting members, the Transportation Board, Colorado State University, Bike Fort Collins, and the Downtown Development Authority may each appoint a representative to serve as ex officio non voting member to the Board. Each ex officio member may serve a term of no more than two (2) years.~~

Section 4. That Section 2-102 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-102 Affordable Housing Board.**

(a) The City shall have an Affordable Housing Board, hereafter referred to in this Section as the "Board." The Board shall consist of seven (7) members. In connection with the solicitation, consideration, and appointment of members to the Board, the City Council may give preference to and consider an applicant's experience or training in, or familiarity with, affordable housing issues, including, without limitation, issues pertaining to development, finance, lending, charitable and low-income services, and general community services. It is also desirable that at least one Board member be a current or former resident of affordable housing. ~~In addition to the seven (7) Board members appointed by the City Council, the Housing Catalyst may appoint a representative to serve as an ex officio nonvoting member to the Board. Such Housing Catalyst appointee shall not be subject to any residency requirement.~~

...

Section 5. That Section 2-107 of the Code of the City of Fort Collins is hereby deleted in its entirety and the section held in reserve.

**Sec. 2-107. — Golf Board.**

~~(a) — The City shall have a Golf Board, hereafter referred to in this Section as the "Board." The Board shall consist of seven (7) members.~~

~~(b) — The Board shall have the following functions:~~

~~(1) — To advise and make recommendations to the Director of Community Services (the "Director") and the City Council as to rules, regulations, policies, administrative and budgetary matters pertaining to the operation and maintenance of all City-owned golf courses;~~



~~(2) — To advise and make recommendations to the Director concerning the terms and conditions of any agreements to be entered into with golf professionals and other concessionaires in connection with City owned golf courses as well as any other agreements which may affect the management, operation, maintenance, construction or acquisition of City owned golf courses;~~

~~(3) — To assist in the procurement of goods and services for City owned golf courses, including the selection of golf professionals, concessionaires and other contractors, by appointing two (2) Board members to serve on any review committee that may be established by the City under the provisions of §8-158 of this Code for the purpose of making such procurements; and~~

~~(4) — To advise and make recommendations to the City Manager concerning approval of annual fees and charges at City owned golf courses.~~

Section 6. That Section 2-111 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-111. Parks and Recreation Board.**

(a) The City shall have a Parks and Recreation Board, hereafter referred to in this Section as the "Board." The Board shall consist of nine (9) members, with the addition of one (1) member, until the term of said additional member, previously a Golf Board member to be appointed for a term beginning in 2024, expires or ends for other permissible reason.

(b) The Board shall have the following functions:

(1) To advise and make recommendations to the Director of Community Services and the City Council for their approval as to rules, regulations, policies, administrative and budgetary matters pertaining to the Department, ~~excluding~~ including matters relating to the operation and maintenance of City-owned golf courses and ~~excluding~~ cemeteries;

...

Section 7. That Section 2-113 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-113. Transportation Board.**

(a) The City shall have a Transportation Board, hereafter referred to in this Section as the "Board." The Board shall consist of nine (9) members. ~~In addition to the nine (9) Board members appointed by the City Council, the Transportation Board may appoint an ex officio nonvoting member to the Active Modes Advisory Board.~~

(b) The Board shall have the following functions:

(1) To advise the City Council on matters pertaining to the City's transportation policies and system, including, but not limited to, transportation planning, alternative modes planning (including bikeways, pedestrian facilities, transit, air transportation and van- and car-pooling), capital improvement projects, downtown parking management and other transportation issues as identified in the Board work plan; and

(2) To review the City's interaction with federal, state and county government, as well as North Front Range Transportation and Air Quality Planning Council, Colorado State University and Poudre School District on transportation-related issues.

~~(c) The Board shall also establish and keep in place a committee to be known as the "Bicycle Advisory Committee," the purpose of which shall be to advise the Board with regard to bicycling-related issues.~~

~~(1) Said committee shall consist of sixteen (16) members, one of whom shall be a member of the Board. The remaining fifteen (15) members shall consist of three (3) community "at large" members and six (6) members of community stakeholder organizations, all appointed by the City Manager, and representatives from the following City Boards and Commissions, which may each nominate a representative for a position on the committee:~~

- ~~a. Air Quality Advisory Board;~~
- ~~b. Parks and Recreation Board;~~
- ~~c. Natural Resources Advisory Board;~~
- ~~d. Land Conservation and Stewardship Board;~~
- ~~e. Senior Advisory Board; and~~
- ~~f. Economic Advisory Board.~~

~~Representatives from Boards and Commissions are subject to confirmation by the City Manager or their designee.~~

~~In addition to the foregoing sixteen (16) voting members, the Committee shall include non-voting staff representatives from the City's Planning, Development and Transportation Service Area.~~

~~(2) Each member of the Bicycle Advisory Committee shall serve for a term of two (2) years.~~

(dc) The Board will coordinate its policy review with other appropriate City boards and commissions as needed. This coordination is intended to provide an integrated review of transportation issues as they relate to other policy areas such as air quality, natural resources and land use. The Board will ensure that an element of its policy review will include appropriate community input.

Section 8. That Section 2-114 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-114. – Women’s and Gender Equity Advisory Board.**

(a) The City shall have a Women’s and Gender Equity Advisory Board, hereafter referred to in this Section as the "Board." The Board shall consist of ~~nine (9)~~ seven (7) members. ~~In addition to the nine (9) Board members appointed by the City Council, the County and Colorado State University may each appoint a representative to serve as an ex-officio nonvoting liaison to the Board.~~

(b) The Board is created for the purpose of enhancing the status of and opportunities for all women, transgender, and gender non-binary and gender non-conforming persons (“all genders”) in the City, and shall have the following functions:

- (1) To document, understand, and prioritize issues of importance for all genders ~~to the status of women~~ in the City;
- (2) To coordinate and facilitate ~~conduct~~ educational programs in the Fort Collins community to increase public awareness and sensitivity to the needs and capabilities of all ~~women~~ genders;
- (3) To coordinate and collaborate ~~cooperate~~ with other organizations and individuals interested in issues affecting ~~women and~~ all genders in the Fort Collins area;
- (4) To review proposed legislation, policy changes or other governmental action at the federal, state or local level that would enhance or otherwise affect ~~the status of women~~ all genders in the City and make recommendations to the City Council regarding the same; and
- (5) To recommend to the City Council the adoption of local legislation or policies that would ~~enhance the status of~~ achieve equity for ~~women~~ all genders in the City.

Section 9. That Section 2-115 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 2-115. Youth Advisory Board.**

(a) The City shall have a Youth Advisory Board, hereafter referred to in this Section as the "Board." The Board shall consist of ~~no less than five (5) and no more than nine (9) members~~ no more than twelve (12) members appointed by the City Council. All members shall be qualified by experience, training, age, ethnicity or socioeconomic background to represent a diverse cross section of youth in the Fort Collins community. Each member of the Board shall be under the age of nineteen (19) years at the time of appointment and currently enrolled in high school or an equivalent program such as home school or distance learning. A quorum of the Board shall consist of a majority number of members appointed to the Board at any point in time. ~~three (3) members for a five member Board or four (4) members for a Board consisting of six (6) to nine (9) members.~~

(b) Each member shall serve for a term of one (1) year unless otherwise specified by the City Council, and no member may serve for more than four (4) consecutive years regardless of term length. Appointments shall specify the term of office of each individual.

(c) The Board shall have the following functions:

(1) To gather information from, hold joint meetings, and otherwise communicate with, other groups, organizations and agencies regarding youth-oriented issues and problems;

(2) To document and discuss issues of importance to youth in the Fort Collins community, specifically as they affect City-operated services;

(3) To review and discuss legislation that may affect youth; and

(4) To recommend to City Council local legislation and policy actions or changes which would enhance the status of youth in the Fort Collins community; and

(5) To complete an annual project consistent with the other listed functions

Section 10. That the revisions to the City Code set forth in this Ordinance will go into effect on January 1, 2024.

Introduced, considered favorably on first reading and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

## AGENDA ITEM SUMMARY

City Council




---

### STAFF

Kelly DiMartino, City Manager  
 Travis Storin, Chief Financial Officer  
 Lawrence Pollack, Budget Director  
 John Duval, Legal  
 Ryan Malarky, Legal

---

### SUBJECT

**Items Pertaining to the Annual Adjustment Ordinance.**

---

### EXECUTIVE SUMMARY

The purpose of these Annual Adjustment Ordinances is to appropriate additional revenues or prior year reserves that need to be appropriated before the end of the year to cover related expenses that were not anticipated, and therefore, not included in the 2023 annual budget appropriation. The additional revenue is primarily from fees, charges for service, rents, contributions, donations, and grants that have been paid to City departments to offset specific expenses.

- A. First Reading of Ordinance No. 122, 2023, Making Supplemental Appropriations in Various City Funds.
- B. First Reading of Ordinance No. 123, 2023, Appropriating Prior Year Reserves and Authorizing Transfers in Various City Funds.

---

### STAFF RECOMMENDATION

Staff recommends adoption of the Ordinances on First Reading.

---

### BACKGROUND / DISCUSSION

These Ordinances appropriate additional revenue and funds received this fiscal year and from prior year reserves in various City funds and authorize the transfer of previously appropriated amounts between funds and/or capital projects. The City Charter permits City Council at any time during a fiscal year to make supplemental appropriations of additional revenue and other funds received as a result of rate/fee increases or new revenue sources, such as grants and reimbursements. The Charter also permits Council to provide, by ordinance, for payment of any expense from prior year reserves through a supplemental appropriation. Additionally, it authorizes Council to transfer any unexpended and unencumbered appropriated amount from one fund or project to another fund or project upon recommendation of the City Manager, provided that the purpose for which the transferred funds are to be expended: 1) remains unchanged; 2) the purpose for which they were initially appropriated no longer exists; or 3) the proposed transfer is from a Fund or project account in which the amount appropriated exceeds the amount needed to accomplish the purpose specified in the appropriation ordinance.

The City Manager is recommending the proposed appropriations in these Ordinances and has determined that they are available and previously unappropriated from their respective funds and will not cause the total amount appropriated from such funds to exceed the current estimate of actual and anticipated revenues and all other funds to be received in each such fund during this fiscal year.

The City Manager is also recommending the proposed transfers of existing appropriations in these Ordinances and has determined that the purposes for which these transferred funds are to be expended remains unchanged.

If these appropriations are not approved, the City will have to reduce expenditures even though revenue and reimbursements have been received to cover those expenditures.

These items were presented to the Council Finance Committee (CFC) on September 7. During the discussion, questions were raised about item C8-College and Cherry Railroad Crossing Replacement. The description of that item below has been updated to address the inquiry from the CFC.

The table below is a summary of the expenses in each fund that make up the increase in the requested appropriations. Also included are transfers between funds, which do not increase net appropriations, but per the City Charter, require Council approval to make the transfer. A table with the specific use of prior year reserves appears at the end of this Agenda Item Summary.

Funding	Additional Revenue	Prior Year Reserves	Transfers from Reserves	TOTAL
General Fund	\$750,530	\$64,600	\$560,417	\$1,375,547
Transportation Services Fund	1,164,250	0	0	1,164,250
Capital Projects Fund	988,168	0	0	988,168
Transportation CEF Fund	0	200,000	0	200,000
Recreation Fund	0	112,183	0	112,183
Golf Fund	14,600	138,915	0	153,515
Perpetual Care Fund	0	0	39,064	39,064
<b>GRAND TOTAL</b>	<b>\$2,917,548</b>	<b>\$515,698</b>	<b>\$599,481</b>	<b>\$4,032,727</b>

**A. GENERAL FUND**

1. **Fort Collins Police Services (FCPS)** has received revenue from various sources. A listing of these items follows:
  - a. \$18,000 – 2023/2024 BATTLE Grant (Beat Auto Theft Through Law Enforcement): Police Services was awarded a grant from the Colorado State Patrol to help prevent auto theft in Colorado.
  - b. \$34,000 – 2022/2023 BATTLE Grant Supplemental (Beat Auto Theft Through Law Enforcement): 'The Property Crimes division of Police Services has been awarded an additional \$34,000 on top of the original \$36,516 grant to fund additional overtime to help investigate auto theft in Northern Colorado.
  - c. \$12,000 - 2023 Click it or Ticket Grant: Police Services was awarded a Click it or Ticket Grant from the Colorado Department of Transportation to pay for officers to work overtime to conduct enforcement activities.
  - d. \$201,363 - Police Information Services encountered an issue with the 9-11 dispatch servers that ran the system. Because of this, it was discovered that the server licenses needed to be upgraded. This appropriation is equal to Larimer County and Loveland's contribution for the upgrade.
  - e. \$16,000 - 2023/2024 High Visibility Enforcement (HVE) Grant: Police Services was awarded a grant from the Law Enforcement Assistance Fund to pay for overtime for DUI enforcement.

- f. \$11,445 – 2022-23 ICAC Grant (Internet Crimes Against Children): Police Services was awarded the ICAC grant to help fund training and equipment to investigate internet crimes targeted at children.
- g. \$31,291 – 2019 JAG Grant: Police Services was awarded \$31,291 for a grant to help fund overtime to investigate illegal drug use and sales. This grant has been spent and the grant period is now closed, however after an extensive audit it was determined that the appropriations were never completed. This is to retroactively appropriate the funds and then close the account.
- h. \$110,484 - Police Miscellaneous Revenue: Police Services receives revenue from the sale of Police reports along with other miscellaneous revenue, like restitution payments, evidence revenue and SWAT training.
- i. \$202,799 - Police Reimbursable Overtime: Police Services help schedule security and traffic control for large events. Since these events are staffed by officers outside of their normal duties, officers are paid overtime. The organization who requested officer presence is then billed for the costs of the officers' overtime. Fort Collins Police Services (FCPS) partners with Larimer County to staff events at The Ranch. Police receives reimbursement from Larimer County for officers' hours worked at Ranch events.
- j. \$40,591 - School Resource Officers: Police Services have a contract with Poudre School District to provide officers on location at a majority of the schools for safety and support. The school district pays Police Services based on a predetermined contract amount and also partially reimbursing for overtime incurred. This request is for the previously billed overtime and anticipated overtime for the remaining year.
- k. \$8,732 - DUI Enforcement: Proceeds that have been received for DUI enforcement from Larimer County.
- l. \$32,339 – 2023/2024 Black Market Marijuana Grant: Police Services was awarded the Marijuana grant to support the investigation and prosecution of black market or illegal marijuana cultivation and distribution in the city.

TOTAL APPROPRIATION

FROM: Additional Revenue (2023/2024 BATTLE Grant)	\$18,000
FROM: Additional Revenue (2022/2023 BATTLE Grant supplemental)	\$34,000
FROM: Additional Revenue (2023 Click it or Ticket Grant)	\$12,000
FROM: Additional Revenue (Partner Agency Contributions for SQL Server upgrades)	\$201,363
FROM: Additional Revenue (2023/2024 HVE Grant)	\$16,000
FROM: Additional Revenue (2022/2023 ICAC Grant)	\$11,445
FROM: Additional Revenue (2019 JAG Grant)	\$31,291
FROM: Additional Revenue (Police Miscellaneous Revenue)	\$100,484
FROM: Additional Revenue (Police Reimbursable Overtime)	\$202,799
FROM: Additional Revenue (School Resource Officers)	\$40,591
FROM: Additional Revenue (DUI Enforcement)	\$8,732
FROM: Additional Revenue (2023/2024 Black Market Marijuana Grant)	<u>\$32,339</u>
<b>Total:</b>	<b>\$719,044</b>

FOR:	Help prevent auto theft	\$52,000
FOR:	Overtime for Seat Belt enforcement	\$12,000
FOR:	911 Dispatch server licenses upgrade	\$201,363
FOR:	Overtime for DUI enforcement	\$16,000
FOR:	Help prevent Internet Crimes Against Children	\$11,445
FOR:	Investigate illegal drug use and sales	\$31,291
FOR:	Police Miscellaneous Revenue	\$100,484
FOR:	Police Reimbursable Overtime for events	\$202,799
FOR:	Overtime for School Resource Officers	\$40,591
FOR:	DUI enforcement	\$8,732
FOR:	Support the investigation of illegal marijuana cultivation	<u>\$32,339</u>
	<b>Total:</b>	<b>\$719,044</b>

**2. Manufacturing Equipment Use Tax Rebate**

Finance requests the appropriation of \$61,000 to cover the amount due for the 2022 Manufacturing Equipment Use Tax Rebate program as established in Chapter 25, Article II, Division 5, of the Municipal Code. The rebate program was established to encourage investment in new manufacturing equipment by local firms. Vendors have until December 31st of the following year to file for the rebate. This item appropriates the use tax funds to cover the payment of the rebates.

FROM:	Prior Year Reserves (Manufacturing Use Tax Rebate Assign)	\$61,000
FOR:	Manufacturing Use Tax Rebates	\$61,000

**3. Mobile Home Park Backflow Preventer Project Larimer County Additional Grant Funds**

The Neighborhood Services Department received an American Rescue Plan Act Immediate Needs Grant from Larimer County in the amount of \$132,500 for the purpose of funding backflow preventer projects in mobile home parks. The City contracted with Top Notch Plumbing, who conducted this work in May and June of 2023 at Nueva Vida and Hickory Village Mobile Home Parks. The total project cost was \$147,880, which exceeds our grant by \$15,380. On July 19, 2023, the Board of County Commissioners unanimously agreed to fund the full project cost. All agreements have been approved and signed, and payment from the County to the City via check is in process.

FROM:	Additional Revenue (ARPA Grant through Larimer County)	\$15,380
FOR:	Mobile Home Park Backflow Preventer Project	\$15,380

**4. Land Bank Operational Expenses**

This request is intended to cover expenses related to the land bank property maintenance needs for 2023. Since expenses vary from year to year, funding is requested annually mid-year to cover these costs. Expenses in 2023 include general maintenance of properties, raw water and sewer expenses, electricity, repairs, and other as applicable.

FROM:	Prior Year Reserves (Land Bank reserve)	\$3,600
FOR:	Land Bank Expenses	\$3,600



**J. Radon Kits**

Environmental Services sells radon test kits at cost as part of its program to reduce lung-cancer risk from in-home radon exposure. This appropriation would recover kit sales for the purpose of restocking radon test kits.

FROM: Additional Revenue (radon kit sales)	\$1,986
FOR: Radon test kit purchase	\$1,986

**6. Transfer of remaining Gardens Reserve from General Fund to Cultural Services Fund**

Gardens on Spring Creek was moved from the General Fund to the Cultural Services Fund. This transfers the residual assigned balance in the General Fund to Cultural Services

FROM: Prior Year Reserves (Gardens on Spring Creek Reserve within the General Fund)	\$560,417
FOR: Administrative transfer to the Cultural Services Fund	\$560,417

**7. Forestry Additional Revenue**

Forestry had additional revenue earned in 2023 and is requesting an adjustment to the budget to utilize revenues related to Payments in Lieu and Work for Others.

From 1/1/23 to 8/18/23, forestry has performed \$6,905 worth of work for others and has received \$7,215 for payments in lieu.

FROM: Additional Revenue (Payments in Lieu and Work for Others)	\$14,120
FOR: Forestry operations	\$14,120

**B. TRANSPORTATION SERVICES FUND**

**1. Streets Work for Others**

The Planning, Development and Transportation Work for Others program is a self-supported program for all "Work for Others" activities within Streets. Expenses are tracked and billed out to other City departments, Poudre School District, CSU, CDOT, Larimer County, developers and other public agencies. The original budget of \$3.1M was an estimate based on prior years budget. Due to unanticipated projects and equipment/parts needs, and higher cost of materials, additional funding of \$1.2M is requested to cover projects through the end of 2023. Revenue for performing the work will offset the expense (expense will not be incurred if revenue is not received).

FROM: Additional Revenue (reimbursement for work done)	\$1,150,000
FOR: Work for Others program	\$1,150,000

**2. FC Moves: Open Streets Vendor Fees**

Open Streets is a bi-annual FC Moves event that promotes active modes of transportation and invites folks to experience a street without cars. At Open Streets, participants can expect 1-2 miles of car-free, family-friendly streets. Participants are encouraged to Ride the Route and explore areas called "Activity Hubs"- temporary clusters of activity provided by local businesses and organizations. Vendors for Open Streets are charged \$50 if they are a non-profit, \$100 if they are a private business. For spring 2023 we had 33 private businesses and 19 non-profits join as vendors.

FROM: Additional Revenue	\$4,250
FOR: Open Streets Program	\$4,250

**J. FC Moves: SPIN Annual Payment**

Per the contract between the City and Spin, Spin pays an annual fee in addition to permitting fees. These funds can be used at the City's discretion, and typically are used for projects related to the Spin program, such as E-Bikes and the Shift Your Ride TDM program. The funds have already been received.

FROM: Additional Revenue (Vendor payment (SPIN))	\$10,000
FOR: Shift Your Ride TDM Program	\$10,000

**C. CAPITAL PROJECTS FUND**

**1. Country Club Reserve Payment-In-Lieu (Highway 1 Douglas Road)**

The City received a payment from Developer (Country Club Reserve) for payment in lieu of construction of required intersection improvements of the HWY1 and Douglas Road intersection per their development agreement.

FROM: Additional Revenue (Payment in lieu)	\$28,000
FOR: Intersection improvements	\$28,000

**2. Waterfield 4th Payment-In-Lieu (Timberline and Vine) Outfall Channel Improvements**

The City received a payment in lieu of construction from the Developer (Waterfield) for outfall channel required for drainage in the amount of \$25,389.

FROM: Additional Revenue (Payment in lieu)	\$25,389
FOR: Construction of outfall channel	\$25,389

**3. Vine & Timberline Payment-In-Lieu (Waterfield 4th)**

The City received a payment in lieu of construction from the Waterfield Developer for Timberline/Vine intersection improvements.

FROM: Additional Revenue (Payment in lieu)	\$254,545
FOR: Intersection improvements	\$254,545

**4. Water's Edge 2nd Payment-In-Lieu (Timberline and Vine Intersection)**

The City received a payment in lieu of construction from Developer (Waters Edge 2nd filing) for the intersection of Vine and Timberline for \$250,000 in November 2020.

FROM: Additional Revenue (Payment in lieu)	\$250,000
FOR: Intersection improvements	\$250,000

**5. Vine & Timberline Overpass Payment-In-Lieu**

The City received a payment-in-lieu of construction from the Developer (Waterfield - Filing 4) in July 2023 for \$58,466 specifically to be used for the Timberline Road Realignment and Overpass Project.

FROM: Additional Revenue (Payment in lieu)	\$58,466
FOR: Timberline Road Realignment and Overpass Project	\$58,466

**6. Laporte Bridges - Salud Local Portion Payment**

The Laporte Bridges capital project completed the frontage for the Salud development. The "local portion payment" from the Salud development for 215.03' of frontage at \$264/LF came to a total of \$56,768. Engineering received this payment and completed the work using prior project funding.

FROM:	Additional Revenue (Payment in lieu)	\$56,768
FOR:	Laporte Bridges project	\$56,768

**7. Bloom 1st Payment-In-Lieu (Timberline and Vine Intersection)**

The City received a payment in lieu of \$250,000 from the developer (Bloom, Filing 1) for construction at the intersection of Vine and Timberline.

FROM:	Additional Revenue (Payment in lieu)	\$250,000
FOR:	Intersection improvements	\$250,000

**8. College and Cherry Railroad Crossing Replacement**

The Union Pacific Railroad was mandated by the Federal Railroad Administration to complete the College and Cherry crossing replacement project in 2023 or face fines/penalties, due to a short in the wiring system between the rail and City's traffic signal interconnect. A significant contributing factor for the short in the wiring system was due to the snow and ice removal over the years, and specifically the use of magnesium chloride, so therefore City staff determined we had at least partial responsibility in assisting with these repairs. The crossing itself was in a deteriorated condition and was scheduled for replacement in 2025 anyway. Additionally, the compromised condition of the traffic signal interconnect required our Traffic Department to dispatch a technician to manually operate the signal every time a Union Pacific (UP) train would pass. The railroad offered to cover the cost of the crossing itself (\$542k) if the City could provide traffic control and roadway paving/patching work. City staff felt that this was more than fair, considering all the factors previously mentioned, and wanted to maintain good working relations with the railroad since several other UP crossing replacements are scheduled in the next 10-20 years. The total cost of the traffic control and paving was \$86k. Several unscheduled railroad crossing repair projects during 2022 and 2023 had reduced the overall railroad crossing replacement budget, leading to the need for additional funds to complete the College Ave. and Cherry St. replacement project. The difference between the project cost and the remaining crossing replacement funds is approximately \$65k.

FROM:	Additional Revenue (Unanticipated Revenue)	\$65,000
FOR:	Railroad crossing replacement	\$65,000

**D. TRANSPORTATION CAPITAL EXPANSION FUND**

**1. Transportation Capital Expansion Fund (TCEF) - Minor Reimbursements**

The purpose of this offer is to allocate additional Transportation Capital Expansion Fee (TCEF) funds for the purpose of reimbursing development for the construction of eligible transportation related improvements under the category of Minor Reimbursements (individual reimbursements under \$500,000). The TCEF Program will frequently partner with development to construct arterial and collector level roadways adjacent to the development's frontage. After eligible improvements are accepted by the City, the TCEF program will reimburse the developer for these improvements. The TCEF Program has received an initial request for a minor reimbursement for Country Club Reserve with an initial estimate of \$438,443 for the oversizing of improvements on Turnberry Road and Douglas Road. This appropriation will ensure the TCEF Program's ability to reimburse development for eligible improvements constructed in 2023.

FROM:	Prior Year Reserves	\$200,000
FOR:	Reimbursement for construction of arterial and collector level roadways	\$200,000

**RECREATION FUND**

**1. Recreation Facilities Asset Management**

Multiple facility maintenance and asset replacement needs have come up that impact operations and customer satisfaction with City facilities. The most urgent items include:

Blinds/shades at the Senior Center that have failed; Umbrella replacement at City Park Pool; Timing system & pads at EPIC Pool for competition practice & events; Structural engineer assessment of City Park Pool slide structure; new office space at EPIC needed due to displacement of staff from elevator project; and re-configuration of front desk/customer area at Northside Aztlan Community Center to address safety and efficiency needs.

FROM: Prior Year Reserves	\$112,183
FOR: Facilities Asset Management	\$112,183

**F. GOLF FUND**

**1. Golf Facilities Maintenance**

Golf has faced multiple challenges outside of normal operations this season. Please see our annual adjustment requests below. Total request is \$138,915.

- Collindale has recently experienced an increase in rogue range balls that have crossed our boundaries into other public spaces. They have hired a Range Attendant to monitor the driving range, remind golfers of the rules and prevent accidents. The range would have an attendant for an average of 12 hours per day from May through October. It will be staffed from 8:00 am until sunset. 6 months x 4.3 weeks x 7 days a week x 12 hours a day x \$17.47 per hour (includes overhead)=\$37,861 this year
- Last fall Collindale was having false alarms related to its hydrogen sensors and fire panels. Op services advised to get a new fire panel asap and was going to hold off invoicing until after the first of the year. Approximate cost to replace the panel was \$18k. However, the fire panel was back ordered and has still not arrived. In the interim, the hydrogen sensors which are tied to the fire panel have been alarming and the fire department has come and taken readings showing the whole ventilation system for the carts may be deficient. The fire department has required us to have a new alarm design done and to assess if the ventilation is working properly, adding approximately another \$21,000. In addition, since the fire department assessment, we have been paying almost \$1400 per week to have someone watch Collindale every night on a fire watch. Requesting cleanup funding to pay for alarm design, new panels and contract labor for 12 weeks \$55,800 (\$18,000+\$21,000+(12\*1400))
- In late June 2023 Southridge Golf Course experienced significant flooding in the clubhouse basement. While these repairs will eventually be reimbursed through the SRM department, it will take a significant amount of time and funding will likely not be available to spend in time for year end. Total repairs costs are \$45,254; PO 9231334 - \$15,108 and PO 9231165 - \$30,146

FROM: Prior Year Reserves	\$138,915
FOR: Golf Facilities Management	\$138,915

**2. Golf Nature in the City Award**

Nature in the City Grant was awarded in early 2023 to Southridge Golf Course for their Turf Conversion project. We've received \$11,680 to date and will receive the remaining reimbursement after the project is complete. Total grant is up to \$14,600.

FROM: Additional Revenue	\$14,600
FOR: Turf Conversion project	\$14,600

**G. PERPETUAL CARE FUND**

**1. Transfer from Perpetual Care Fund to Cemeteries Fund**

Each year there is a budgeted amount for perpetual care to transfer to cemeteries which is entered by accounting on a monthly basis. The last two years the amount received by the perpetual care fund has been higher than budgeted, so not all money was transferred to cemeteries. This clears out the residual balance and accounting will be changing the process in these two funds moving forward.

FROM:	Prior Year Reserves (Perpetual Care Fund)	\$39,064
FOR:	Administrative transfer to the Cemeteries Fund	\$39,064

**CITY FINANCIAL IMPACTS**

---

This Ordinance increases total City 2023 appropriations by \$4,032,727. Of that amount, this Ordinance increases General Fund 2023 appropriations by \$1,375,547, including use of \$625,017 in prior year reserves. Funding for the total increase to City appropriations is \$2,917,548 from additional revenue and \$1,115,179 from prior year reserves. The following is a summary of the items requesting prior year reserves:

Item #	Fund	Use	Amount
A2	General Fund	Manufacturing Equipment Use Tax Rebate	\$61,000
A4	General Fund	Land Bank Operational Expenses	3,600
A6	General Fund	Transfer of Remaining Gardens Reserve	560,417
E1	Transportation CEF Fund	Transportation Capital Expansion Fund (TCEF) - Minor Reimbursements	200,000
F1	Recreation Fund	Recreation Facilities Asset Management	112,183
G1	Golf Fund	Golf Facilities Maintenance	138,915
H1	Perpetual Care Fund	Transfer from Perpetual Care to Cemeteries	39,064
<b>Total Use of Prior Year Reserves:</b>			<b>\$1,115,179</b>

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

The 2023 Annual Adjustment Ordinance was reviewed by the Council Finance Committee during their September 7, 2023, meeting. The members supported the ordinance moving forward to the full Council on the September 19, 2023, on the Consent Agenda.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

- 1. Ordinance A for Consideration
- 2. Ordinance B for Consideration

ORDINANCE NO. 122, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
MAKING SUPPLEMENTAL APPROPRIATIONS IN VARIOUS CITY FUNDS

WHEREAS, the City has received additional revenue and other funds this fiscal year that were not anticipated; and

WHEREAS, the City Council finds and determines that the adoption of this Ordinance is necessary for the public’s health, safety, and welfare, and therefore, wishes to authorize the expenditures described in this Ordinance and that such expenditures will serve the public purposes for which they are designated; and WHEREAS, the City has also received revenue and other funds that has been anticipated but which was not appropriated in the 2023 annual appropriation or previous supplemental appropriations; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon recommendation of the City Manager, to make supplemental appropriations by ordinance at any time during the fiscal year, provided that the total amount of such supplemental appropriations, in combination with all previous appropriations for that fiscal year, does not exceed the current estimate of actual and anticipated revenues and all other funds to be received during the fiscal year; and

WHEREAS, the City Manager is recommending the appropriations described herein and determined that these appropriations are available and previously unappropriated from the funds named within Section 2 of this Ordinance and will not cause the total amount appropriated in each fund named within Section 2 of this Ordinance to exceed the current estimate of actual and anticipated revenues and all other funds to be received in each such fund during this fiscal year; and

WHEREAS, Article V, Section 11 of the City Charter authorizes the City Council to designate in the ordinance when appropriating funds for a capital project or for a federal, state or private grant or donation, that such appropriation shall not lapse at the end of the fiscal year in which the appropriation is made, but continue until completion of the capital project or the earlier of the expiration of the federal, state or private grant or donation or the City’s expenditure of all funds received from such grant or donation; and

WHEREAS, the City Council wishes to designate the appropriations described herein within Section 2 of this Ordinance as non-lapsing for the capital projects and the federal, state or private grants as appropriations that shall not lapse until completion of the capital project and the earlier of the expiration of the grant or the City’s expenditure of all funds received from such grant.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That there is hereby appropriated from the following funds the amounts of additional revenue and other funds existing appropriations as described below, to be expended for the public purposes stated below.

**GENERAL FUND**

FROM:	Additional Revenue (2023/2024 BATTLE Grant)	\$18,000
FOR:	Help prevent auto theft (non-lapsing)	\$18,000
FROM:	Additional Revenue (2022/2023 BATTLE Grant supplemental)	\$34,000
FOR:	Help prevent auto theft (non-lapsing)	\$34,000
FROM:	Additional Revenue (2023 Click it or Ticket Grant)	\$12,000
FOR:	Overtime for Seat Belt enforcement (non-lapsing)	\$12,000
FROM:	Additional Revenue (Partner Agency Contributions for SQL Server upgrades)	\$201,363
FOR:	911 Dispatch server licenses upgrade	\$201,363
FROM:	Additional Revenue (2023/2024 HVE Grant)	\$16,000
FOR:	Overtime for DUI enforcement (non-lapsing)	\$16,000
FROM:	Additional Revenue (2022/2023 ICAC Grant)	\$11,445
FOR:	Help prevent Internet Crimes Against Children (non-lapsing)	\$11,445
FROM:	Additional Revenue (2019 JAG Grant)	\$31,291
FOR:	Investigate illegal drug use and sales (non-lapsing)	\$31,291
FROM:	Additional Revenue (Police Miscellaneous Revenue)	\$110,484
FOR:	Police Miscellaneous Revenue	\$110,484
FROM:	Additional Revenue (Police Reimbursable Overtime)	\$202,799
FOR:	Police Reimbursable Overtime for events	\$202,799
FROM:	Additional Revenue (School Resource Officers)	\$40,591
FOR:	Overtime for School Resource Officers	\$40,591
FROM:	Additional Revenue (DUI Enforcement)	\$8,732
FOR:	DUI enforcement	\$8,732
FROM:	Additional Revenue (2023/2024 Black Market Marijuana Grant)	\$32,339
FOR:	Support the investigation of illegal marijuana cultivation (non-lapsing)	\$32,339
FROM:	Additional Revenue (ARPA Grant through Larimer County)	\$15,380
FOR:	Mobile Home Park Backflow Preventer Project (non-lapsing)	\$15,380

FROM:	Additional Revenue (radon kit sales)	\$1,986
FOR:	Radon test kit purchase	\$1,986
FROM:	Additional Revenue (Payments in Lieu and Work for Others)	\$14,120
FOR:	Forestry operations	\$14,120

**TRANSPORTATION SERVICES FUND**

FROM:	Additional Revenue (reimbursement for work done)	\$1,150,000
FOR:	Work for Others program	\$1,150,000
FROM:	Additional Revenue	\$4,250
FOR:	Open Streets Program	\$4,250
FROM:	Additional Revenue (Vendor payment (SPIN))	\$10,000
FOR:	Shift Your Ride TDM Program	\$10,000

**CAPITAL PROJECTS FUND**

FROM:	Additional Revenue (Payment in lieu)	\$28,000
FOR:	Intersection improvements (non-lapsing)	\$28,000
FROM:	Additional Revenue (Payment in lieu)	\$25,389
FOR:	Construction of outfall channel (non-lapsing)	\$25,389
FROM:	Additional Revenue (Payment in lieu)	\$254,545
FOR:	Intersection improvements (non-lapsing)	\$254,545
FROM:	Additional Revenue (Payment in lieu)	\$250,000
FOR:	Intersection improvements (non-lapsing)	\$250,000
FROM:	Additional Revenue (Payment in lieu)	\$58,466
FOR:	Timberline Road Realignment and Overpass Project (non-lapsing)	\$58,466
FROM:	Additional Revenue (Payment in lieu)	\$56,768
FOR:	Laporte Bridges project (non-lapsing)	\$56,768
FROM:	Additional Revenue (Payment in lieu)	\$250,000
FOR:	Intersection improvements (non-lapsing)	\$250,000
FROM:	Additional Revenue (Payment in lieu)	\$65,000
FOR:	Railroad crossing replacement (non-lapsing)	\$65,000

**GOLF FUND**

FROM:	Additional Revenue	\$14,600
-------	--------------------	----------



FOR: Turf Conversion project \$14,600

Section 3. That the appropriations identified above as non-lapsing in Section 2 of this Ordinance for the capital projects and the federal, state or private grants, shall not lapse, as authorized in Article V, Section 11 of the City Charter, until completion of the capital projects and the earlier of the expiration of the grants or the City's expenditure of all funds received from such grants.

Introduced, considered favorably on first reading, and ordered published this 19th day of September, 2023, and to be presented for final passage on the 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

ORDINANCE NO. 123, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
APPROPRIATING PRIOR YEAR RESERVES AND AUTHORIZING TRANSFERS  
IN VARIOUS CITY FUNDS

WHEREAS, the City has prior year-reserves available for appropriation; and

WHEREAS, the City Council finds and determines that the adoption of this Ordinance is necessary for the public’s health, safety, and welfare, and therefore, wishes to authorize the expenditures described in this Ordinance and that such expenditures will serve the public purposes for which they are designated in Section 2 below; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon recommendation of the City Manager, to appropriate by ordinance at any time during the fiscal year such funds for expenditure as may be available from reserves accumulated in prior years, notwithstanding that such funds were not previously appropriated; and

WHEREAS, the City Manager is recommending the appropriations described herein and has determined that these appropriations are available and previously unappropriated from the funds named within Section 2 of this Ordinance and will not cause the total amount appropriated in each fund named within Section 2 of this Ordinance to exceed the current estimate of actual and anticipated revenues and all other funds to be received in each such fund during this fiscal year; and

WHEREAS, Article V, Section 10 of the City Charter authorizes the City Council, upon recommendation by the City Manager, to transfer by ordinance any unexpended and unencumbered appropriated amount or portion thereof from one fund or capital project to another fund or capital project, provided that the purpose for which the transferred funds are to be expended remains unchanged, the purpose for which the funds were initially appropriated no longer exists, or the proposed transfer is from a fund or capital project in which the amount appropriated exceeds the amount needed to accomplish the purpose specified in the appropriation ordinance; and

WHEREAS, the City Manager has recommended the transfer of \$560,417 from the Gardens on Spring Creek Reserve within the General Fund to the Cultural Services & Facilities Fund and determined that the purpose for which the transferred funds are to be expended remains unchanged; and

WHEREAS, the City Manager has recommended the transfer of \$39,064 from the Perpetual Care Fund to the Cemeteries Fund and determined that the purpose for which the transferred funds are to be expended remains unchanged.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2: That there is hereby appropriated from the following funds the amounts of prior year reserves set forth below to be expended for the public purposes stated below.

**GENERAL FUND**

FROM: Prior Year Reserves (Manufacturing Use Tax Rebate Assign)	\$61,000
FOR: Manufacturing Use Tax Rebates	\$61,000
FROM: Prior Year Reserves (Land Bank reserve)	\$3,600
FOR: Land Bank Expenses	\$3,600
FROM: Prior Year Reserves (Gardens on Spring Creek Reserve within the General Fund)	\$560,417
FOR: Transfer to the Cultural Services & Facilities Fund	\$560,417

**TRANSPORTATION CEF FUND**

FROM: Prior Year Reserves	\$200,000
FOR: Reimbursement for construction of arterial and collector level roadways	\$200,000

**RECREATION FUND**

FROM: Prior Year Reserves	\$112,183
FOR: Facilities Asset Management	\$112,183

**GOLF FUND**

FROM: Prior Year Reserves	\$138,915
FOR: Golf Facilities Management	\$138,915

**PERPETUAL CARE FUND**

FROM: Prior Year Reserves (Perpetual Care Fund)	\$39,064
FOR: Transfer to the Cemeteries Fund	\$39,064

Introduced, considered favorably on first reading, and ordered published this 19th day of September, 2023, and to be presented for final passage on the 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

**AGENDA ITEM SUMMARY**  
City Council



---

**STAFF**

Nina Bodenhamer, City Give Director  
John Duval, Legal

---

**SUBJECT**

**First Reading of Ordinance No. 124, 2023, Appropriating Philanthropic Revenue Received Through City Give for Various Programs and Services as Designated by the Donor.**

---

**EXECUTIVE SUMMARY**

The purpose of this item is to request appropriation of \$20,300 in philanthropic revenue received through City Give. These miscellaneous gifts to various City departments support a variety of programs and services and are aligned with both the City's strategic priorities and the respective donors' designation.

In 2019, City Give, a formalized enterprise-wide initiative, was launched to create a transparent, non-partisan governance structure for the acceptance and appropriations of charitable gifts.

---

**STAFF RECOMMENDATION**

Staff recommends adoption of the Ordinance on First Reading.

---

**BACKGROUND / DISCUSSION**

The City of Fort Collins has long been the beneficiary of local generosity and has a valuable role in our community's philanthropic landscape. Generosity is demonstrated in both large and modest gifts, each appreciated for its investment in the mission and the range of services the City strives to deliver.

The City received in 2023 several individual philanthropic donations supporting various departments totaling \$20,300 and these funds are currently unappropriated.

As acknowledged by Section 2.5 of the City's Fiscal Management Policy 2-Revenue approved by City Council, the City Manager has adopted the City Give Financial Governance Policy to provide for the responsible and efficient management of charitable donations to the City.

These generous donations have been directed by the respective donors to be used by the City for designated uses within and for the benefit of City service areas and programs. These gifts represent a range of support for City programming and services: Open Streets, Bike to Work Day, Forestry, and the 9-11 Memorial at Spring Park.

**CITY FINANCIAL IMPACTS**

---

This Ordinance will appropriate \$20,300 in philanthropic revenue received through City Give for gifts to various City departments to support a variety of programs and services. The donations shall be expended from the designated fund solely for the donor’s directed intent:

5 Charitable Gifts Totaling \$11,000.00	General Fund
2 Charitable Gifts Totaling \$ 6,000.00	Transportation Services Fund
2 Charitable Gifts Totaling \$ 3,300.00	Capital Projects Fund

The funds have been received and accepted per City Give Administrative and Financial Policy. The City Manager has also determined that these appropriations are available and previously unappropriated from the City funds in which they have been deposited and these appropriations will not cause the total amount appropriated in those City funds to exceed the current estimate of actual and anticipated revenues and all other funds to be received in them during fiscal year 2023.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

None.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

1. Ordinance for Consideration

ORDINANCE NO. 124, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
APPROPRIATING PHILANTHROPIC REVENUE RECEIVED THROUGH CITY GIVE  
FOR VARIOUS PROGRAMS AND SERVICES AS DESIGNATED BY THE DONORS

WHEREAS, the City received in 2023 ten individual donations to be used for various City programs and services, which donations are each \$5,000 or less and they total \$20,300; and

WHEREAS, the donors have directed these donations to be used solely by the City for certain designated uses; and

WHEREAS, a total of \$9,000 has been donated to the City by Kaiser Permanente, Poudre Pet & Feed, and Connexion to be used by Community Development and Neighborhood Services solely for Open Streets; and

WHEREAS, \$2,000 has been donated to the City by Klein, Cooper, Gamez and Abbott to be used solely by the City for the Living Tribute Tree (“Living Tree Donation”);

WHEREAS, the Open Street Donations and the Living Tree Donation have been deposited in and are being appropriated from the General Fund (the “General Fund Donations”); and

WHEREAS, \$1,000 has been donated to the City by JT Contracting to be used solely by the City for Bike to Work Day (“Bike to Work Donation”); and

WHEREAS, \$5,000 has been donated to the City by FoCo Fondo to be used solely by the City for Youth Bike Programming (“Youth Bike Donation”); and

WHEREAS, the Bike to Work Donation and the Youth Bike Donation have been deposited in and are being appropriated from the Transportation Services Fund (“Transportation Services Fund Donations”); and

WHEREAS, a total of \$3,300 has been donated to the City by Poudre Firefighters Local 1945, Northern, and Ohlson & Stanley to be used solely by the City for the 9-11 Memorial at Spring Park, which donations have been deposited in and are to be appropriated from the Capital Projects Fund (“Capital Projects Fund Donations”); and

WHEREAS, as acknowledged by Section 2.5 for the City’s Fiscal Management Policy 2 - Revenue approved by City Council, the City Manager has adopted the City Give Financial Governance Policy to provide for the responsible and efficient management of charitable donations to the City (the “City Give Policy”); and

WHEREAS, Section 52.2.C. of the City Give Policy authorizes the City Give Director to accept donations of \$5,000 or less for the City service area intended by the donor to be benefited; and

WHEREAS, as so authorized, the City Give Director has accepted for the benefited City service areas, as applicable, the donations to be appropriated in this Ordinance to be used solely as directed by each donor; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon recommendation of the City Manager, to make a supplemental appropriation by ordinance at any time during the fiscal year, provided that the total amount of such supplemental appropriation, in combination with all previous appropriations for that fiscal year, do not exceed the current estimate of actual and anticipated revenues and all other funds to be received in the funds during the fiscal year; and

WHEREAS, the City Manager has recommended the appropriations described in Section 2 of this Ordinance and determined that the amount of each of these appropriations is available and previously unappropriated from the funds named in Section 2 and will not cause the total amount appropriated in each such fund to exceed the current estimate of actual and anticipated revenues to be received in those funds during this fiscal year; and

WHEREAS, these appropriations will serve the public purpose of providing additional revenue to each of the benefited City service areas to aid them in accomplishing the public purposes for which each service area is established thereby benefiting the public’s health, safety and welfare.

WHEREAS, Article V, Section 11 of the City Charter authorizes the City Council to designate in the ordinance when appropriating funds from a private donation that such appropriation shall not lapse at the end of the fiscal year in which the appropriation is made, but continue until the earlier of the expiration of the donation or the City’s expenditure of all funds received from such donation; and

WHEREAS, the City Council wishes to designate the appropriations herein for various City Give donations as appropriations that shall not lapse until the earlier of the expiration of the donations or the City’s expenditure of all funds received from such donations; and

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That there are hereby appropriated the following donations received by the City in 2023 to be solely expended by the City as designated by the donors:

General Fund Donations	\$ 11,000
Transportation Services Fund Donations	\$ 6,000
Capital Project Fund Donations	\$ 3,300



Section 3. That the appropriations herein for various City Give donations are hereby designated, as authorized in Article V, Section 11 of the City Charter, as appropriations that shall not lapse at the end of this fiscal year but continue until the earlier of the expiration of the donations or the City's expenditure of all funds received from such donations.

Introduced, considered favorably on first reading, and ordered published this 19th day of September, 2023, and to be presented for final passage on the 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



## AGENDA ITEM SUMMARY

City Council

---

### STAFF

---

Greg Oakes, Landscape Architect – Park Planning & Development  
Kirsten Flower, Financial Analyst  
Sara Arfmann, Legal

### SUBJECT

---

**First Reading of Ordinance No. 125, 2023, Making a Supplemental Appropriation from the Great Outdoors Colorado Grant in Support for the Completion of the Colorado Front Range Trail-Poudre River Trail Segment.**

### EXECUTIVE SUMMARY

---

The purpose of this item is to support this project by appropriating \$1,000,744 of unanticipated grant revenue from GOCO through Larimer County to the City.

Larimer County, in partnership with City of Fort Collins (City), and Towns of Windsor and Timnath, applied for a funding opportunity through Great Outdoors Colorado (GOCO) in support of the completion of the Poudre River Trail. The joint request successfully secured the funding needed to design and construct the remaining sections of trail. The focus of this work extends from the Environmental Learning Center in eastern Fort Collins to River Bluffs Open Space west of Windsor and includes a spur connection to Windsor's Kyger Reservoir property (the Project).

Larimer County, serving as the grant administrator, signed an agreement with GOCO that GOCO would pay a total of \$3,740,402 to complete construction of the Poudre River Trail. The agreement provides proposed allocation of construction costs to each of the partners. The City and Larimer County entered an Intergovernmental Agreement (IGA) identifying the City as a subrecipient of \$1,000,744 of the total \$3,740,402 awarded by GOCO. The IGA stipulates the City's obligation to invoice Larimer County for all eligible costs associated with the construction of Poudre River Trail within the City's jurisdiction. Larimer County will reimburse the City for all eligible construction-related costs.

### STAFF RECOMMENDATION

---

Staff recommends adoption of the Ordinance on First Reading.

### BACKGROUND / DISCUSSION

---

The City of Fort Collins, the Towns of Timnath and Windsor, the City of Greeley, and Larimer County have been actively coordinating to plan and construct the remaining sections of the Poudre River Trail- a regional, riparian corridor that will soon consist of 45 miles of contiguous trail from the Town of Bellvue to the City of Greeley.

Today, residents of Larimer and Weld Counties are limited in their ability to safely access and enjoy all parts of the Poudre River from their respective communities. This project will construct the remaining sections of trail needed so residents can safely traverse between communities, uninterrupted, while enjoying the beauty of the Poudre River corridor. The completion of the trail from the Town of Bellvue to the City of Greeley marks a major accomplishment spanning over 40 years in the making. The City and its project partners anticipate completing the project in 2025, which will include a multi-jurisdiction grand opening celebration.

This project is additionally supported by the City of Fort Collins Budgeting for Outcomes 2023 – 2024 process (Funded Offer 60.1, Recreational Trail Development).

The GOCO grant was applied for in 2019 through a collaboration with Larimer County and neighboring towns that own and manage portions of the Poudre River Trail. \$1,000,744 of the total \$3,740,402 funds awarded by GOCO, will support the City’s completion of the designated portion of the Poudre River Trail.

**CITY FINANCIAL IMPACTS**

---

This item appropriates \$1,000,744 in project costs for completion of the Poudre River Trail from unanticipated grant revenue in the Conservation Trust Fund from GOCO.

The City, in capacity as a subrecipient of GOCO awarded funds, will be reimbursed for allowable construction costs, meaning Conservation Trust Fund expenses will be reimbursed up to \$1,000,744, and does not require a City match.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

None.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

- 1. Ordinance for Consideration
- 2. Poudre River Trail (Regional) Map
- 3. Intergovernmental Agreement - Signed

ORDINANCE NO. 125, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
MAKING A SUPPLEMENTAL APPROPRIATION FROM THE GREAT OUTDOORS  
COLORADO GRANT IN SUPPORT FOR THE COMPLETION OF THE COLORADO  
FRONT RANGE TRAIL-POUDRE RIVER TRAIL SEGMENT

WHEREAS, Larimer County (“County”), in partnership with the City’s Park Planning and Development Division of the Parks Department, the Town of Timnath, and the Town of Windsor applied for and received a grant from Great Outdoors Colorado (“GOCO”) for the completion of the Poudre River Trail (the “Grant”); and

WHEREAS, the Grant will fund construction of gaps in the trail from CSU’s Environmental Learning Center (“ELC”) in eastern Fort Collins to River Bluffs Open Space west of Windsor including a spur connection to Windsor’s Kyger reservoir property; and

WHEREAS, on July 18, 2023, City Council approved Resolution 2023-067 authorizing the City Manager to execute an intergovernmental agreement between the City and the County with respect to the Grant, which has now been fully executed by both parties; and

WHEREAS, the City’s estimated portion of the Grant allocation is \$1,000,744; and

WHEREAS, this appropriation benefits the public health, safety and welfare of the residents of Fort Collins and serves the public purpose of completing the Poudre River Trail by constructing the remaining sections of trail needed to enable residents to safely traverse between communities, uninterrupted, while enjoying the beauty of the Poudre River corridor; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon recommendation of the City Manager, to make a supplemental appropriation by ordinance at any time during the fiscal year, provided that the total amount of such supplemental appropriation, in combination with all previous appropriations for that fiscal year, do not exceed the current estimate of actual and anticipated revenues and all other funds to be received during the fiscal year; and

WHEREAS, the City Manager has recommended the appropriation described herein and determined that this appropriation is available and previously unappropriated from the Conservation Trust Fund and will not cause the total amount appropriated in the Conservation Trust Fund to exceed the current estimate of actual and anticipated revenues and all other funds to be received in this Fund during this fiscal year; and

WHEREAS, Article V, Section 11 of the City Charter authorizes the City Council to designate in the ordinance when appropriating funds for a federal, state or private grant, that such appropriation shall not lapse at the end of the fiscal year in which the appropriation is made, but continue until the earlier of the expiration of the federal, state or private grant or the City’s expenditure of all funds received from such grant or donation; and

WHEREAS, the City Council wishes to designate the appropriation herein from the Great Outdoors Colorado Grant as an appropriation that shall not lapse until the earlier of the expiration of the grant or the City’s expenditure of all funds received from such grant.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That there is hereby appropriated from new revenue or other funds in the Conservation Trust Fund the sum of ONE MILLION SEVEN HUNDRED FORTY-FOUR DOLLARS (\$1,000,744) to be expended in the Conservation Trust Fund for the completion of the Poudre River Trail.

Section 3. That the appropriation herein from Great Outdoors Colorado Grant is hereby designated, as authorized in Article V, Section 11 of the City Charter, as an appropriation that shall not lapse at the end of this fiscal year but continue until the earlier of the expiration of the grant or the City’s expenditure of all funds received from such grant.

Introduced, considered favorably on first reading and ordered published this 19th day of September, 2023, and to be presented for final passage on the 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

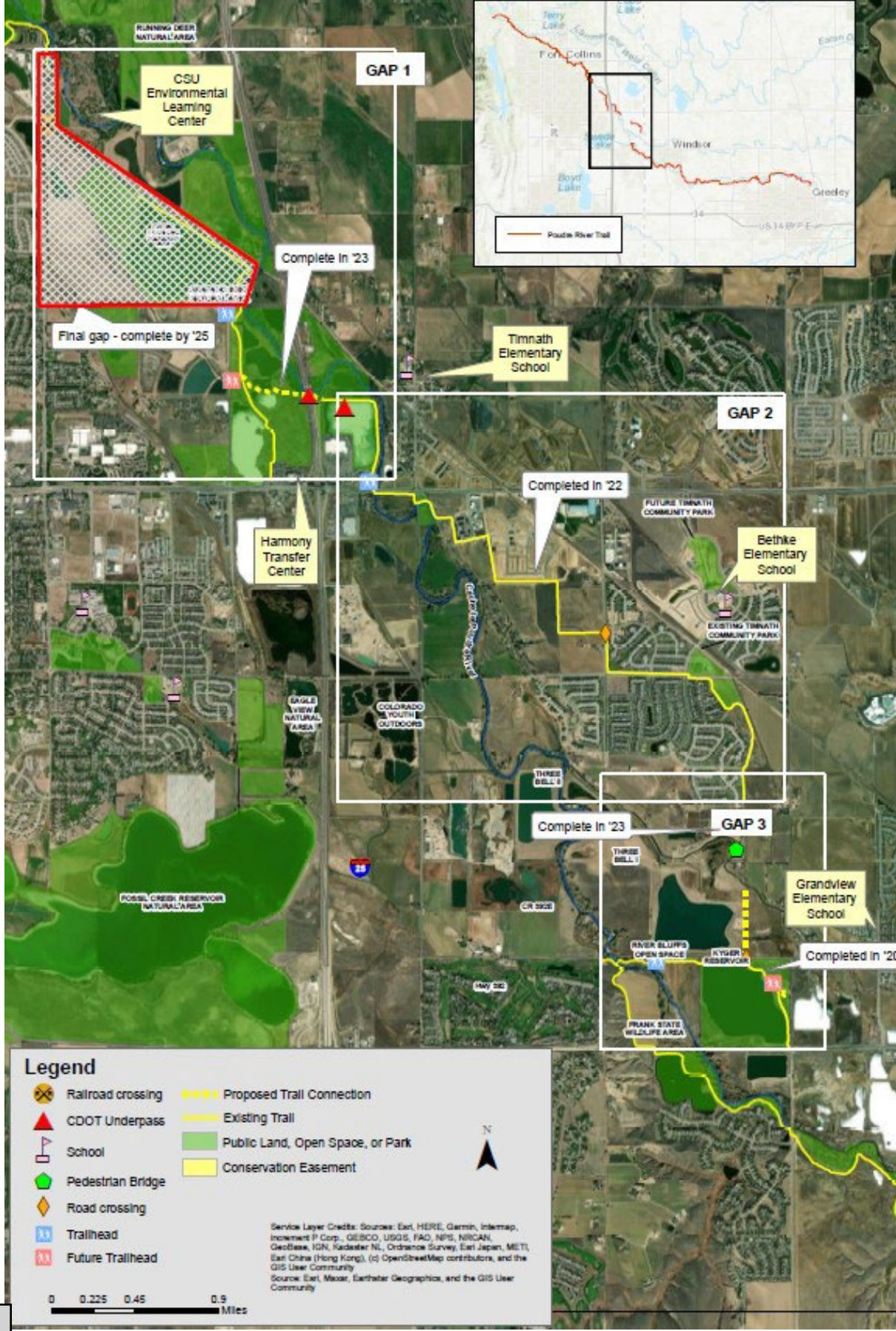
Passed and adopted on final reading this 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

# Poudre River Trail (Regional)



Item 11.

**INTERGOVERNMENTAL AGREEMENT  
FOR FUNDING THE COLORADO FRONT RANGE TRAIL-POUDRE RIVER TRAIL SEGMENT**

THIS INTERGOVERNMENTAL AGREEMENT (this "Agreement") is entered into this \_\_\_\_ day of \_\_\_\_\_, 2023, by and among Larimer County, Colorado (the "County") and the City of Fort Collins, ("Fort Collins"), (each a "Party" and collectively, the "Parties").

**BACKGROUND AND PURPOSE**

- A. Larimer County, in partnership with Fort Collins, Timnath, and Windsor has applied for and received a grant from Great Outdoors Colorado (GOCO) for the completion of the Poudre River Trail (the "Grant"). The Grant will fund construction of gaps in the trail from the Environmental Learning Center in eastern Ft. Collins to River Bluffs Open Space west of Windsor including a spur connection to Windsor's Kyger reservoir property (the "Project").
- B. A Project budget for trail construction was approved as part of a Grant agreement with GOCO, Exhibit A. The estimated Project budget is included as Exhibit B, attached hereto and incorporated herein by this reference, and totals \$3,740,402.
- C. Fort Collins's estimated portion of the Grant allocation is \$1,000,744.
- D. Maps have been developed depicting the Project and each Party's segments are identified, Exhibit C. Fort Collins' share of the Project, segments A, B, and C, includes all construction related costs from the Environmental Learning Center to the Colorado Department of Transportation's (C-DOT) Interstate I-25 (I-25) right-of way on the west of I-25 and a short section east of I-25 between C-DOT right-of way and the existing trail on Timnath property. Timnath's share of the project, segments D and E, include all construction related costs between the existing trail in the Rendezvous subdivision and the Graves property. Larimer County's share of the trail, segment F, includes all construction related costs between the northern boundary of the Graves property and the Kyger reservoir property. Windsor's share of the Project, segment G, includes all construction related costs of the portion of trail and trailhead on the Kyger reservoir property and the connection to River Bluffs Open Space.

**AGREEMENT**

NOW THEREFORE, in consideration of the mutual promises of the parties and other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the Parties agree as follows:

- 1) As the primary applicant, the County will be responsible for managing the Grant including executing any necessary GOCO grant agreements and accompanying documentation and coordinating all reimbursements.
- 2) Upon execution of this Agreement, Fort Collins shall provide in writing to the County evidence that the Fort Collins City Council has appropriated sufficient funds to satisfy Fort Collins's estimated share of the Project construction costs as set forth herein.
- 3) With respect to its segment of the Project, Fort Collins will comply with and agrees to be bound by the obligations stated in the Grant agreement.
- 4) Each party is responsible for coordinating the design, permitting, construction and any construction related activities to complete the trail segments referenced above.
- 5) The Grant allocation to each Party will not exceed the allocation in the estimated budget. Should costs exceed the estimate, they are the responsibility of the affected Party.
- 6) Fort Collins' portion of the Grant will not exceed \$1,000,744 unless mutually agreed upon.
- 7) The County's portion of the Grant will not exceed \$431,526 unless mutually agreed upon.
- 8) Should the cost of a Party's segment fall below the estimate, GOCO will be consulted, and the Parties will meet to agree upon an equitable disbursement of any remaining Grant funds.
- 9) The Parties shall be each be responsible for coding and paying all Project invoices associated with each Party's segment and will maintain accurate accounts of all Project expenditures including the costs related each segment.
- 10) Fort Collins will submit an invoice to Larimer County for the agreed upon grant allocation within 90 days of completion of Fort Collins's Project segments.



Item 11.

- 11) Reimbursement from GOCO is contingent upon reporting approval and subject to completion of other trail segments.
- 12) If either party fails to comply with any of its obligations hereunder (a "Default"), the non-defaulting Party shall provide written notice of the Default to the defaulting Party. Immediately upon receipt of such notice, the defaulting Party shall promptly proceed to cure such Default within thirty (30) days or, if not able to be cured within thirty (30) days, within such time as agreed upon by the non-defaulting Party. If the defaulting Party fails to cure or remedy the Default within the time period prescribed, the non-defaulting Party may proceed to protect and enforce any or all of its rights and the obligations of the defaulting Party under this Agreement in equity or at law in an action for specific performance or otherwise, or take any other action authorized or permitted under applicable law.
- 13) This Agreement shall remain in force and effect until Fort Collins has completed all its obligations hereunder.
- 14) The parties agree to cooperate in good faith to meet the Grant deadline of March 31, 2025. The parties agree to cooperate in requesting a second extension if deemed necessary by either party.
- 15) To the extent this Agreement constitutes a multiple fiscal year debt or financial obligation of the Parties, it shall be subject to annual appropriation. Neither party shall have an obligation to continue this Agreement in any fiscal year in which no such appropriation is made.
- 16) Written notices shall be directed as follows and shall be deemed received when hand-delivered or emailed, or three (3) business days after being sent by certified mail, return receipt requested:

If to the County:

Natural Resources Director  
1800 South County Road 31  
Loveland, CO 80537

With a copy to:

County Attorney  
PO Box 1606  
Fort Collins, CO 80522

If to Fort Collins:

Park Planning & Development Director  
215 North Mason Street

Item 11.

P.O. Box 580  
Fort Collins, CO 80522

With a copy to:  
Natural Areas Director  
1745 Hoffman Mill Rd.  
Fort Collins, CO 80524

With a copy to:  
City Attorney  
P.O. Box 580  
Fort Collins, CO 80522

- 17) Each Party is solely responsible for the actions and omissions of its officers and employees and shall not be responsible or legally liable for the negligent acts of the other Party or of the other Party's officers or employees. No term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the notices, requirements, immunities, rights, benefits, protections, limitations of liability, and other provisions of the Colorado Governmental Immunity Act, C.R.S. § 24-10-101 et seq. and under any other applicable law.
- 18) The parties recognize the legal constraints imposed upon them by the constitutions, statutes, and regulations of the State of Colorado and of the United States, and imposed upon the Parties by their respective charters and municipal codes, and, subject to such constraints, the parties intend to carry out the terms and conditions of this Agreement. Notwithstanding any other provision in this Agreement to the contrary, in no event shall any party exercise any power or take any action which shall be prohibited by applicable law.
- 19) This Agreement, including the GOCO Grant agreement, contains the entire agreement of the parties relating to the subject matter hereof and, except as provided herein, may not be modified or amended except by written agreement of the parties. This Agreement is for the benefit of the parties, and there is no third party or other intended beneficiaries to this Agreement. In the event a court of competent jurisdiction holds any provision of this Agreement invalid or unenforceable, such holding shall not invalidate or render unenforceable any other provision of this Agreement. Neither party shall assign this Agreement without the other party's prior written consent. This Agreement shall be governed by the laws of the State of Colorado, and venue shall be in the County of Larimer, State of Colorado.
- 20) This Agreement may be executed in counterparts, each of which shall be deemed to be an original and all of which, when taken together, shall constitute one and the same agreement. This Agreement may be executed by electronic signature in accordance with C.R.S 24-71.3-101 *et seq.*

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

CITY OF FORT COLLINS, COLORADO

DocuSigned by:  
By: Kelly DiMartino  
0686D5871D88400  
Kelly DiMartino, City Manager

ATTEST:

DocuSigned by:  
Rita R. Knoll  
83FE243863984199  
Rita Knoll, Chief Deputy City Clerk

APPROVED AS TO FORM:

DocuSigned by:  
Sara Arfmann  
7694D38A86D048D  
Assistant City Attorney

Sara Arfmann  
\_\_\_\_\_  
(Print name)

COUNTY OF LARIMER, COLORADO

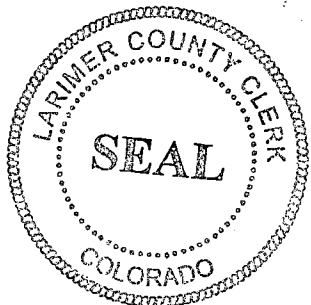
By: Jody Shadderck McNally  
Jody Shadderck McNally - Chair

ATTEST:

Christa Beatty

APPROVED AS TO FORM:

W. Simpson  
County Attorney



**GRANT AGREEMENT**

---

Project Name: Colorado Front Range/Poudre River Regional Trail Initiative  
Project Completion Date: September 27, 2022  
Great Outdoors Colorado  
Contract No.: 20805

---

**PARTIES TO AGREEMENT**

Board/GOCO: The State Board of the Great Outdoors Colorado Trust Fund  
Address: 1900 Grant Street, Suite 725  
Denver, CO 80203

Telephone: (303) 226-4520  
Contact name: Matt Brady

Grantee: Larimer County  
Address: 1800 South County Road 31, Loveland, CO 80537

Contact name: Jennifer Almstead

Date: October 31, 2019

---

**EXHIBITS**

- Exhibit A Project Summary
- Exhibit B Resolution
- Exhibit C Approved Budget
- Exhibit D Intergovernmental (or other) Agreement (if required)

**RECITALS**

A. The State Board of the Great Outdoors Colorado Trust Fund ("GOCO" or "Board") is a political subdivision of the State of Colorado, created by Article XXVII of the Colorado Constitution, adopted at the November 1992 General Election, which article appropriates a portion of the net proceeds of the Colorado Lottery to GOCO and directs GOCO to invest those proceeds in the state's parks, wildlife, open space, and recreational resources.

B. In 1994, GOCO created a statewide grant program pursuant to which eligible entities could apply for grants for local government parks and outdoor recreation projects. Grantee listed above ("Grantee") submitted a detailed project application ("Project Application") that contemplates the execution of the project entitled above and described in GOCO's project summary ("Project Summary"), attached and incorporated as Exhibit A ("Project"). GOCO approved Grantee's Project Application, which is incorporated into this Agreement by reference, on September 27, 2019, subject to the execution of a detailed grant agreement. GOCO and Grantee each have on file a copy of the Project Application.

C. The parties intend this agreement to be the detailed grant agreement required by GOCO ("Agreement").

**AGREEMENT**

NOW, THEREFORE, in consideration of the parties' mutual covenants contained in this Agreement and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the parties agree as follows:

**PREFACE- CORRECTED AGREEMENT**

Grantee signed a Grant Agreement dated October 18, 2019 for the Project that inadvertently omitted some important project information, such as the total grant amount, useful life of the project, and project completion date. The parties intend and hereby agree that the October 18, 2019 Grant Agreement is superseded and replaced in its entirety with this Grant Agreement dated October 31, 2019.

**SECTION 1 – PROJECT**

1. Incorporation of Recitals. The Recitals set forth above are incorporated into this Agreement.
2. Representations and Warranties of Grantee. Grantee is a County, duly organized in accordance with the laws of Colorado and has full and lawful authority to enter into, and comply with the terms of, this Agreement. Grantee's governing body has authorized entering into this Agreement as evidenced by the resolution attached and incorporated as Exhibit B.
3. Grant and Project. GOCO awards to Grantee a grant in the amount not to exceed \$2,010,000.00 ("Grant"), subject to the terms and conditions set forth in this Agreement. The

Grant shall be used by Grantee solely to complete the Project in substantial conformity with the final plans, specifications, designs, and uses approved by GOCO. In the event of a conflict between the Project Application and the Project Summary, the parties shall resolve the conflict by mutual agreement.

4. Project Scope. Grantee shall not materially modify the Project without the prior written approval of the Executive Director of GOCO ("Executive Director") or the Executive Director's designee, such approval to be in GOCO's sole discretion. Any material modification to the Project undertaken without GOCO's prior written consent may be deemed a breach of this Agreement, entitling GOCO to all remedies available under this Agreement. If Grantee determines with reasonable probability that the Project will not or cannot be completed as approved by the Board, Grantee will promptly so advise the Board and cooperate in good faith to seek a resolution before any further funds are advanced.
5. Grantee Efforts. Grantee agrees to use its best efforts to complete the Project in a timely fashion, in a good and workmanlike manner, and consistent with this Agreement and GOCO's approvals related to the Project.
6. Approved Budget. Grantee has completed a detailed budget that reflects all anticipated sources and uses of funds for the Project, including a detailed accounting of Grantee's anticipated direct costs associated with the Project, a copy of which is attached and incorporated as Exhibit C ("Budget"). Eligible costs are described in Paragraph 10 of this Agreement. The Project Application contains a budget that may not match the approved version attached as Exhibit C and which, therefore, shall not be relied upon by GOCO or Grantee. Where discrepancies exist, the approved Budget in Exhibit C shall control until such time as GOCO approves the final version.
7. Property Ownership. All properties on which GOCO-funded projects are located must be owned by or under the control of the grant recipient for the useful life of the project. Grantee warrants that it has good and sufficient title to the property or properties on which the Project is to be located (the "Property"). GOCO may require Grantee to provide evidence of its ownership of the Property and encumbrances against the Property satisfactory to GOCO in GOCO's discretion prior to funding.
8. Waiver. Prior to the disbursement of funds, the Executive Director in his or her discretion may waive certain conditions set forth in this Agreement. Anything else to the contrary notwithstanding, the exercise by GOCO staff ("Staff"), the Executive Director, or GOCO of any right or discretion reserved to them under this Agreement shall not be deemed a waiver. Furthermore, no waiver by them under this Agreement shall constitute a waiver of any other requirements, actions, or conditions, nor shall any waiver granted be deemed a continuing waiver. No waiver by the Staff, the Executive Director, or GOCO shall be effective unless in writing executed by them. Additionally, any failure by the Staff, the Executive Director, or GOCO to take any actions as set forth in this Agreement shall have no legal effect on the contractual duties of Grantee. Further, no waiver with respect to this Project, Grant, or Agreement shall constitute a waiver in any other GOCO-funded project.

9. Project Operation and Maintenance.

A. Subject to annual appropriations, Grantee shall operate, manage, and maintain the Project in a reasonable state of repair for the purposes specified and for the useful life of the Project stated in the Project Application, in accordance with product warranties and/or the generally accepted standards in the parks/recreation community. Grantee has estimated a useful life of 15 years in the Project Application. Grantee also shall provide and maintain access to the Project and to the Property, regardless of the Property's ownership. Failure to comply with this paragraph may be deemed a breach by Grantee under Paragraph 20 below.

B. GOCO shall not be liable for any cost of maintenance, management, or operation of the Project.

C. Within 60 days of a reasonable request by the Board, Grantee will provide the Board with adequate records reflecting the operating and maintenance costs of the Project and provide the Board with such other information concerning the use of the Project by the public and the impact of the Project.

D. Grantee's staff shall request during the Grantee's annual budget process an appropriation sufficient to meet the financial obligations of Grantee under this Agreement. Grantee will use its best efforts to fully consider such appropriation. The parties understand that the Board is relying upon fair and full consideration of annual appropriation in its decision to extend its resources and the Grant and to enter into this Agreement. In the event that Grantee fails to appropriate sufficient funds to meet the obligations of this Agreement, Grantee shall provide notice to the Board of the specific reason(s) for any decision not to appropriate funding. Grantee's staff shall notify the Board of any recommendation not to fund or to partially fund the annual appropriation necessary to fulfill Grantee's obligations under this Agreement.

10. Public Access. Grantee agrees, for itself and its successors in interest, to allow reasonable public access to the Project for the term specified in Paragraph 8.A. Grantee may temporarily close such public access for construction, maintenance, emergency situations, or other reasonable purposes.

11. Insurance. Grantee shall maintain general liability insurance or self-insure for the entire period of the Project for protection in the event of injury and/or damage. The insurance limits shall not be less than \$1,000,000 per occurrence and \$2,000,000 aggregate. If the Grantee contracts with another organization to complete the Project, it is the responsibility of the Grantee to ensure its contractor carries insurance that fulfills this requirement.

12. Future Funding. This Agreement and the Grant only apply to the Project specifically described in this Agreement. GOCO makes no representations regarding future funding for future phases of the Project, whether or not described in the Project Application, Project Summary, or otherwise.

## SECTION 2 – GRANT PAYMENT

13. Eligible Costs. The Grant and all matching funds shall be used only for the cost of fixed assets, including construction of new facilities and enlargement or renovation of existing facilities; these costs are eligible for reimbursement on the basis of costs actually incurred by Grantee and supported by written documentation (receipts, bills, etc.). The Grant and all matching funds may not be used to pay for maintenance costs, administrative costs (such as salaries associated with administering the Grant, office supplies, telephone, or travel expenses), non-fixed assets (such as athletic or maintenance equipment), or any other costs deemed to be ineligible by the Board, at the Board's sole discretion.

14. Payment of Grant.

A. *Progress Payment.* Grantee may opt to receive a portion of the Grant after starting but prior to completing work on the Project ("Progress Payment"). Grantee shall provide GOCO with a progress report detailing expenditures and progress made to date ("Progress Report"). The Progress Report must be submitted using GOCO's Progress Report form (available at [www.goco.org](http://www.goco.org) or by contacting GOCO). GOCO may, in its discretion, request additional documentation to support making a Progress Payment. A Progress Payment shall not exceed 50% of the Grant or the maximum percentage of funds GOCO can expend for the project to date based on the program's matching requirements, whichever is less. A Progress Payment shall be considered a loan until the Project is complete and Final Payment (as defined below) has been made.

B. *Final Payment.* Grantee shall submit a final report to GOCO detailing the accomplishments of and expenditures related to the Project and its completion ("Final Report"). The Project is "complete" when all facilities, trails, or other improvements included in the GOCO-approved Project scope have been built and are ready for their intended use. The Final Report must be submitted using GOCO's Final Report form (available at [www.goco.org](http://www.goco.org) or by contacting GOCO). GOCO may, in its discretion, request additional documentation before its approval of the contents of the Final Report. Upon GOCO's review and approval of the Final Report, GOCO shall pay the outstanding balance on the Grant ("Final Payment"), subject to any reductions contemplated by any provision of this Agreement.

C. *GOCO Review.* GOCO shall have 30 days to review any Progress Report and Final Report and respond to Grantee.

D. *Waivers of Liens and Claims.* GOCO may, in its discretion, depending on the nature of the Project, require documentation of mechanics' lien waivers or waivers of claims to public project performance bonds as a precondition to any disbursement under this Agreement.

E. *Modifications.* Payment of the Grant is subject to the Project being completed with no material modifications made, except as otherwise agreed to in advance by GOCO in accordance with this Agreement. The Grant will not be increased, but GOCO may reduce the Grant if the Project changes in any way that GOCO deems material. "Material modifications" may include, but are not necessarily limited to, a reduction in the total cost of the Project, a



reduction in the size or number of recreational development components to be constructed, changes to the nature of the recreational development components to be constructed, or any other variance from the Project as presented in the Project Application. It is the sole responsibility of Grantee to inform GOCO of any such modifications to the Project. GOCO strongly encourages Grantee to contact GOCO in writing when it becomes aware of or wishes to make any such modifications, however seemingly minor, to the Project.

F. *Net Lottery Proceeds.* Payment of the Grant is also subject to GOCO's determination in its sole discretion that it has received and has available sufficient net lottery proceeds to fund the Grant. In determining the sufficiency of net lottery proceeds, GOCO may consider all facts and circumstances as it deems necessary or desirable, including but not limited to adequate reserves, funding requirements, and/or commitments for other past, current, and future grants, and past, current, and future GOCO operating expenses and budgetary needs.

15. Withdrawal of GOCO Funding; Termination of Agreement. Anything in this Agreement to the contrary notwithstanding, with prior notice to Grantee, GOCO reserves the right to withhold or withdraw all or a portion of the Grant, to require a full or partial refund of the Grant, and/or to terminate this Agreement if GOCO determines in its sole discretion that:

A. *Altered Expectations.* Facts have arisen or situations have occurred that fundamentally alter the expectations of the parties or make the purposes for the Project or the Grant as approved by GOCO infeasible or impractical;

B. *Material Project Changes.* Material changes in the scope or nature of the Project have occurred from that which was presented in the Project Application, approved by GOCO and reflected in the Project Summary, without prior written approval of the Executive Director;

C. *Inaccuracies.* Any statement or representation made or information provided by Grantee in the Project Application, this Agreement, the Progress Report, the Final Report, or otherwise is untrue, inaccurate, or incomplete in any material respect;

D. *Reporting.* The results of GOCO's review of the Progress Report or the Final Report are not acceptable to GOCO;

E. *Conditions Precedent Not Fulfilled or Unsatisfactory.* Any of the conditions precedent to funding listed in Section 3 below is not fulfilled by Grantee or is unsatisfactory to GOCO, in its sole discretion;

F. *Delays.* The Project will not or cannot be completed by the Completion Date or any extensions granted, or delays in the implementation of the Project have occurred that make the Project impracticable in the Board's judgment;

G. *Costs.* The Project will not or cannot be completed within the Budget or any approved modifications, or the total Project cost and/or Grantee's matching funding are reduced; or

H. *Property.* Title to or encumbrances against the Property are or become such that Grantee is unable to complete the Project, or the Project and/or the Property are or become unavailable for public use.

### SECTION 3 – CONDITIONS PRECEDENT

16. Completion Date. Grantee shall complete the Project and submit its Final Report no later than September 27, 2022 (“Completion Date”), which is 36 months after the date of GOCO’s approval of the Project. Grantee may request an extension of the Completion Date in compliance with GOCO’s *Overdue Grants* procedure, as may be amended from time to time by GOCO in its sole discretion. GOCO may elect to terminate this Agreement and deauthorize the Grant in the event this Completion Date is not met and/or Grantee fails to comply with the *Overdue Grants* procedure.

17. Conditions Precedent to Funding. Anything else in this Agreement or otherwise to the contrary notwithstanding, the Grant is expressly conditioned upon Grantee’s fulfillment of all terms and conditions of this Agreement to GOCO’s satisfaction in its sole discretion, including but not limited to the following:

A. *Matching Funds.* Matching funds in the minimum amount required by GOCO policy or procedure and as set forth in the approved Budget, or as modified and approved in compliance with GOCO procedures, must have been received by Grantee, or the status of efforts to secure matching funding was disclosed and has been deemed satisfactory by Staff. Grantee shall provide evidence of matching funds as GOCO may require in its reasonable discretion.

B. *GOCO Policies and Procedures.* The Project must comply with all of GOCO’s policies and procedures, which may be amended from time to time by GOCO in its sole discretion, and must meet any special Board conditions as listed in the attached Project Summary (Exhibit A).

### SECTION 4 – OTHER PROVISIONS

18. Publicity and Project Information. GOCO has the right and must be provided the opportunity to use information gained from the Project; therefore, Grantee shall acknowledge GOCO funding in all news releases and other publicity issued by Grantee concerning the Project. If any events are planned in relationship to the Project, GOCO shall be acknowledged as a contributor in the invitation for the event. GOCO shall be notified of any such events 30 days in advance. Grantee shall cooperate with GOCO in preparing public information pieces, providing access to the Property for publicity purposes, and providing photos or other imagery of the Project from time to time, which GOCO reserves the right to use and duplicate in any print or electronic publication or platform for publicity, illustration, advertising, web content, and other purposes at any time without the need to seek pre-approval from Grantee. Grantee shall give timely notice of the Project, its inauguration, significance, and completion to the local members of the Colorado General Assembly and members of the board of county commissioners of the county or counties in which the Project is located, as well as to other appropriate public officials.

At no time shall Grantee represent in any manner to the public or to any party that it is affiliated with GOCO or acting on behalf of GOCO.

19. Signage. Grantee shall erect one or more signs at a prominent location(s) on the Project site acknowledging the assistance of Great Outdoors Colorado and the Colorado Lottery. GOCO will provide such signs at no cost to Grantee. Alternatively, GOCO will provide reproducible samples of its logo to Grantee for custom signs. GOCO shall approve in advance the design of any permanent sign materially varying from the signs provided by GOCO. To obtain such approval, Grantee shall submit to GOCO plans describing the number, design, placement, and wording of signs and placards prior to completion of the Project. The Board may withhold Final Payment pending evidence of placement of permanent signage.

20. Liability.

A. *Indemnity.* Grantee shall be responsible for, and to the extent allowed by law (including any constitutional or statutory limitations on the ability of a governmental entity to provide indemnification), indemnify, defend, and hold harmless GOCO, its officers, agents, and employees from any and all liabilities, claims, demands, damages, or costs (including reasonable attorneys' fees) resulting from, growing out of, or in any way connected with or incident to Grantee's performance of this Agreement. Grantee waives any and all rights to any type of express or implied indemnity or right of contribution from the State of Colorado, GOCO, its members, officers, agents, or employees for any liability resulting from, growing out of, or in any way connected with or incident to this Agreement. Grantee acknowledges that Grantee is the owner of the Project and the Property upon which it is located, or has control of the Project and the Property, and that GOCO neither possesses nor controls the Project, the Property, nor the operations of the Project.

B. *No CGIA Waiver.* No term or condition of this Agreement shall be construed or interpreted as a waiver, either express or implied, of any of the immunities, rights, benefits or protections provided to GOCO under the Colorado Governmental Immunity Act as amended or as may be amended in the future (including without limitation any amendments to such statute, or under any similar statute that is subsequently enacted) ("CGIA"). This provision may apply to Grantee if Grantee qualifies for protection under the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq. GOCO and Grantee understand and agree that liability for claims for injuries to persons or property arising out of the negligence of GOCO, its members, officials, agents, and employees may be controlled and/or limited by the provisions of the CGIA. The parties agree that no provision of this Agreement shall be construed in such a manner as to reduce the extent to which the CGIA limits the liability of GOCO, its members, officers, agents, and employees.

C. *Compliance with Regulatory Requirements and Federal and State Mandates.* Grantee assumes responsibility for compliance with all regulatory requirements in all applicable areas, including but not limited to nondiscrimination; worker safety; local labor preferences; preferred vendor programs; equal employment opportunity; use of competitive bidding; permits; approvals; local, state, and federal regulations and environmental laws; and other similar requirements. To the maximum extent permitted by law, Grantee agrees to indemnify, defend,

and hold harmless GOCO, Executive Director, and Staff from any cost, expense, or liability for any failure to comply with any such applicable requirements.

D. *Nondiscrimination.* During the performance of this Agreement, Grantee and its contractors, subcontractors, and agents shall not unlawfully discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, age, sex, or any other basis prohibited by local, state, or federal law. Grantee and its contractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination. Further, Grantee and anyone acting on behalf of Grantee shall not engage in any unlawful discrimination in permitting access and use of the Project.

21. Audits and Accounting Records. Grantee shall maintain standard financial accounts, documents, and records relating to the use, management, operation, and maintenance of the Project. Grantee shall retain the accounts, documents, and records related to the Project for five years following the date of disbursement by GOCO of the Grant funds, and they shall be subject to examination and audit by GOCO or its designated agent during this period. While Grantee is not required to use GAAP (Generally Accepted Accounting Principles), Grantee shall use reasonable and appropriate accounting systems in maintaining the required records under this Agreement.

22. Inspection. Throughout the term of this Agreement, GOCO shall have the right to inspect the Project to ascertain compliance with this Agreement.

23. Breach. In addition to other remedies available at law or in equity, in the event that Grantee breaches any of the terms or conditions of this Agreement, GOCO shall have the following non-exclusive remedies:

A. *Prior to Payment of Grant.* GOCO reserves the right to withdraw funding, terminate this Agreement, and/or deny Grantee eligibility for participation in future GOCO grants, loans, or projects.

B. *After Any Payment of Grant.* GOCO reserves the right to seek specific performance of Grantee's obligations under this Agreement, receive reimbursement in full of any disbursements made under the Grant, including in the event that Grantee does not fulfill its obligations under Paragraph 8 due to lack of annual appropriations, and/or deny Grantee eligibility for participation in future GOCO grants, loans, or projects.

In the event GOCO must pursue any remedy under this Agreement and is the substantially prevailing party, GOCO shall be awarded its costs and reasonable legal fees, including costs of collection.

24. GOCO Policies and Procedures. With regard to all named GOCO policies and procedures referenced in this Agreement, Grantee acknowledges it has received a copy of the policies and procedures or otherwise has access to the documents in connection with this Agreement and is familiar with their requirements.

25. Miscellaneous Provisions.

A. *Good Faith.* Both parties have an obligation of good faith, including the obligation to make timely communication of information that may reasonably be believed to be of interest to the other party.

B. *Assignment.* Grantee may not assign its rights or delegate its obligations under this Agreement without the express written consent of the Executive Director, who has the sole discretion to withhold consent to assign. Any assignment shall require that, at a minimum, the assignee is eligible to receive grants from the Board and assumes Grantee's ongoing obligations under this Agreement.

C. *Applicable Law.* Colorado law applies to the interpretation and enforcement of this Agreement. Venue for any dispute under this Agreement shall lie exclusively in the state courts of the City and County of Denver.

D. *No Joint Venture.* Nothing in this Agreement shall be construed to create a joint venture, partnership, employer/employee, or other relationship between the parties other than independent contracting parties. Except as permitted under the remedies provisions of this Agreement, neither party shall have the express or implied right to act for, on behalf of, or in the name of the other party.

E. *Status of Grantee.* The parties acknowledge that GOCO lacks the power and right to direct the actions of Grantee. Grantee acts in its separate capacity and not as an officer, employee, or agent of GOCO or the State of Colorado.

F. *Time is of the Essence.* Time is of the essence in this Agreement.

G. *Survival.* The terms and conditions of this Agreement, including but not limited to Grantee's obligations, shall survive the funding of the Grant and the completion of the Project.

H. *Fax and Counterparts.* This Agreement may be executed in one or more counterparts, each of which shall be an original, but all of which when taken together shall constitute one agreement. In addition, the parties agree to recognize signatures to this Agreement made electronically and transmitted electronically or by facsimile as if they were original signatures.

I. *Third-Party Beneficiary.* GOCO and Grantee acknowledge and agree that this Agreement is intended only to cover the relative rights and obligations between GOCO and Grantee and that no third-party beneficiaries are intended.

J. *Notice.* Any notice, demand, request, consent, approval, or communication that either party desires or is required to give the other shall be in writing and either served personally or sent by first class mail, postage prepaid, to the addresses shown on Page 1 of this Agreement.

K. *Construction; Severability.* Each party has reviewed this Agreement, and therefore any rules of construction requiring that ambiguities be resolved against a particular party shall not be applicable in the construction and interpretation of this Agreement. If any provision in this Agreement is found to be ambiguous, an interpretation consistent with the purpose of this Agreement that would render the provision valid shall be favored over any interpretation that would render it invalid. If any provision of this Agreement is declared void or unenforceable, it shall be deemed severed from this Agreement, and the balance of this Agreement shall otherwise remain in full force and effect.

L. *Entire Agreement.* Except as expressly provided, this Agreement constitutes the entire agreement of the parties. No oral understanding or agreement not incorporated in this Agreement shall be binding upon the parties. No changes in this Agreement shall be valid unless made in writing and signed by the parties to this Agreement.

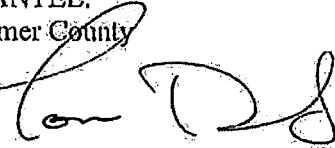
M. *Termination of the Board.* If Article XXVII of the Colorado Constitution, which established GOCO, is amended or repealed to terminate GOCO or merge GOCO into another entity, the rights and obligations of GOCO under this Agreement shall be assigned to and assumed by such other entity as provided by law, but, in the absence of such direction, by the Colorado Department of Natural Resources or its successor.

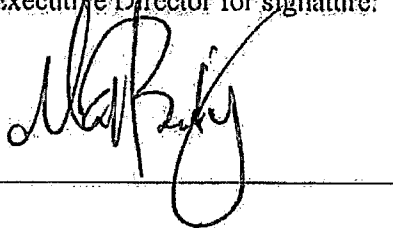
IN WITNESS WHEREOF, the parties by signature below of their authorized representatives execute this Agreement effective as of 11/19/19

STATE BOARD OF THE GREAT  
OUTDOORS COLORADO TRUST FUND

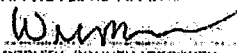
GRANTEE:  
Larimer County

By:   
Chris Castellan  
Executive Director

By:   
Title: Chair

GOCO Program Staff:  
Route Grant Agreement to  
Executive Director for signature:  


\*NOTE\* Signee should be the same individual authorized to sign the grant agreement per Grantee's resolution

DATE: 11-4-19  
APPROVED AS TO FORM:  
  
DEPUTY COUNTY ATTORNEY

### Exhibit A Project Summary

<b>Rank:</b> 1	<b>Overall Score:</b> 90.25	<b>GOCO Staff Score:</b> 93	<b>Reviewer Average:</b> 87.5
----------------	-----------------------------	-----------------------------	-------------------------------

**Applicant:** Larimer County  
**Project Title:** Colorado Front Range/Poudre River Regional Trail Initiative  
**County:** Larimer  
**Log #:** 20805

<b>Funding Summary:</b>	Applicant Funding	\$350,759
	Partner(s) Funding	\$1,389,643
	GOCO Storytelling	\$10,000
	<b>GOCO Grant Amount</b>	<u>\$2,010,000</u>
	Total Project Cost	\$3,750,403

**Project Description:**

Larimer County, in partnership with the City of Fort Collins and the Towns of Timnath and Windsor, propose to address the three remaining gaps in the 45-mile Poudre River trail between Fort Collins and Greeley, totaling 4.7 miles of new trail. The Poudre River Trail serves as the northern front range portion of the Colorado Front Range Trail envisioned as a safe, off-street transportation corridor from Wyoming to New Mexico. This proposal takes advantage of co-locating a non-motorized trail alongside the Poudre River as it passes underneath Interstate 25, a project the Colorado Department of Transportation anticipates completing by 2021.

**Staff and Peer Reviewer Comments:**

This project will complete a three decade/multi-agency trail project that makes an important connection for the Front Range Trail.

The partners have clearly worked with wildlife representatives to minimize and mitigate for wildlife impacts which seem relatively minor for a major regional trail that will serve a growing Northern Colorado population.

Closing all the remaining gaps in 45-mile regional trail is a perfect example of fulfilling the intent GOCO's Connect Initiative.

Youth and school statistics within the vicinity of the trail added a compelling element of engagement.

Potential to impact ½ million trail users annually.

The CDOT bridge work and underpass coinciding with this grant round and the eagerness of the remaining landowners to engage and provide trail easements makes this a particularly compelling and urgent project.

**EXHIBIT B**  
**Resolution**



**Resolution**

Supporting the Grant Application for a Connect Initiative Grant from the State Board of the Great Outdoors Colorado Trust Fund and the completion of the Colorado Front Range/Poudre River Regional Trail Initiative.

WHEREAS, the Larimer County Board of County Commissioner, for the Larimer County Department of Natural Resources (collectively the "County"), supports the Great Outdoors Colorado grant application for the Colorado Front Range/Poudre River Regional Trail Initiative. And if the grant is awarded, the County supports the completion of the project; and

WHEREAS, the County , in partnership with the City of Fort Collins, Town of Timnath, and Town of Windsor is requesting \$2,000,000 from Great Outdoors Colorado for the Colorado Front Range/Poudre River Regional Trail Initiative which will construct approximately 4.7-miles of paved surface trail between Fort Collins and Windsor ("Project"); and

WHEREAS, in satisfaction of the grant requirements, the County, Fort Collins, Timnath, and Windsor will sign an Intergovernmental Agreement that defines the responsibilities of each entity for the Project and under the grant agreement (the "IGA").

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE LARIMER COUNTY BOARD OF COMMISSIONERS THAT:

- Section 1: The County strongly supports the application and has appropriated its portion of the matching funds required under the grant from Great Outdoors Colorado.
- Section 2: If the grant is awarded, the County strongly supports the completion of the Project.
- Section 3: The County, by executing a grant agreement with Great Outdoors Colorado, will authorize the expenditure of funds necessary to meet its obligations pursuant to the terms and obligations of the Grant awarded and as set forth in the IGA.
- Section 4: The County owns a section of the land on which the Project will be constructed and is committed to maintaining ownership for the next 25 years.
- Section 5: The County recognizes that as the recipient of a Great Outdoors Colorado Connect Initiative grant the project site must provide reasonable public access.
- Section 6: The County and its partners will continue to maintain the Colorado Front Range/Poudre River Regional Trail in a high-quality condition and will appropriate funds for maintenance in their annual budgets as set forth in the IGA.
- Section 7: If the grant is awarded, the Larimer County Board of Commissioners hereby authorizes the Chair of the Larimer County Board of Commissioners to sign the grant agreement with Great Outdoors Colorado.

Section 8: This resolution to be in full force and effect from and after its passage and approval

PASSED AND APPROVED ON: \_\_\_\_\_

APPROVED BY: *Tom Donnelly*  
Tom Donnelly

\_\_\_\_\_  
Chair, Larimer County Board of Commissioners

ATTEST: *Stephanie...*  
Clerk



DATE: 6-25-19  
APPROVED AS TO FORM: *[Signature]*  
DEPUTY COUNTY ATTORNEY

**EXHIBIT C**  
**Approved Budget**



Cash Expenses	PROJECT EXPENSES/CONTRIBUTIONS								
	Number of Units	Cost Per Unit	GOCO	Linimer County	City of Fort Collins	Town of Timnath	Town of Windsor	CDOT	Total
<b>City of Fort Collins - Segments A, B, &amp; C</b>									
Clearing and Grubbing - SY	29,280	\$7.00	\$58,560.00	\$0	\$0.00	\$0	\$0	\$0	\$58,560.00
Unclassified Excavation (Comp. in place) - CY	4,880	\$25.00	\$160,000.00	\$0	\$12,000.00	\$0	\$0	\$0	\$172,000.00
Tree Removal - LS	3	\$5,000.00	\$0	\$0	\$15,000.00	\$0	\$0	\$0	\$15,000.00
Dewatering - LS	1	\$160,000.00	\$0	\$0	\$160,000.00	\$0	\$0	\$0	\$160,000.00
Structural Backfill (Class 2) - CY	4880	\$10.00	\$195,200.00	\$0	\$0.00	\$0	\$0	\$0	\$195,200.00
Import Topsoil - CY	4880	\$10.00	\$18,800.00	\$0	\$0.00	\$0	\$0	\$0	\$18,800.00
Grading / Earthwork - CY	4880	\$12.00	\$58,560.00	\$0	\$0.00	\$0	\$0	\$0	\$58,560.00
Stockpile Topsoil - CY	4880	\$10.00	\$18,800.00	\$0	\$0.00	\$0	\$0	\$0	\$18,800.00
Concrete Washout Structure - EA	4	\$1,000.00	\$0	\$0	\$4,000.00	\$0	\$0	\$0	\$4,000.00
Vehicle Tracking Pad	4	\$2,000.00	\$0	\$0	\$8,000.00	\$0	\$0	\$0	\$8,000.00
Erosion Control - AC	6	\$250.00	\$0	\$0	\$1,500.00	\$0	\$0	\$0	\$1,500.00
Erosion Control Supervisor - HR	400	\$6.00	\$0	\$0	\$2,400.00	\$0	\$0	\$0	\$2,400.00
Native Seeding - AC	6	\$2,500.00	\$0	\$0	\$15,000.00	\$0	\$0	\$0	\$15,000.00
Mulching / Native Hay-Hydromulch - AC	6	\$3,000.00	\$0	\$0	\$18,000.00	\$0	\$0	\$0	\$18,000.00
ABC Class 5 Base Course - TON	325	\$27.00	\$9,775.00	\$0	\$0.00	\$0	\$0	\$0	\$9,775.00
Cruiser Fines	325	\$42.00	\$13,650.00	\$0	\$0.00	\$0	\$0	\$0	\$13,650.00
Concrete Bikeway - 5" colored fiber mesh - SY	9760	\$45.00	\$439,200.00	\$0	\$0.00	\$0	\$0	\$0	\$439,200.00
Sanitary Facility - EA	1	\$1,000.00	\$0	\$0	\$1,000.00	\$0	\$0	\$0	\$1,000.00
Field Office - EA	1	\$25,000.00	\$0	\$0	\$25,000.00	\$0	\$0	\$0	\$25,000.00
Geotech Boring / Testing (SO' O.C.) - EA	18	\$100.00	\$0	\$0	\$5,400.00	\$0	\$0	\$0	\$5,400.00
Interroad Crossing Improvements	1	\$280,000.00	\$29,199.00	\$0	\$250,801.00	\$0	\$0	\$0	\$280,000.00
Trail counter	1	\$5,200.00	\$0	\$0	\$5,200.00	\$0	\$0	\$0	\$5,200.00
Construction Staking and Surveying	1	\$13,565.24	\$0	\$0	\$13,565.24	\$0	\$0	\$0	\$13,565.24
Mobilization	1	\$67,831.18	\$0	\$0	\$67,831.18	\$0	\$0	\$0	\$67,831.18
Contingency (10%)	1	\$164,504.24	\$0	\$0	\$164,504.24	\$0	\$0	\$0	\$164,504.24
<b>Segments A, B, C - Total</b>									\$1,207,546.66
<b>Town of Timnath - Segments D, E &amp; F</b>									
Clearing and Grubbing - SY	1	\$5,000.00	\$5,000.00	\$0	\$0	\$0.00	\$0.00	\$0	\$5,000.00
Native Seeding - AC	1.5	\$2,500.00	\$0	\$0	\$3,750.00	\$0.00	\$0.00	\$0	\$3,750.00
Mulching / Native Hay-Hydromulch - AC	1.5	\$3,000.00	\$4,500.00	\$0	\$0	\$0.00	\$0.00	\$0	\$4,500.00
Three-Bed Pathway Pedestrian Crossing - LS	1	\$40,000.00	\$40,000.00	\$0	\$0	\$0.00	\$0.00	\$0	\$40,000.00
Trail Sign & Kiosk - EA	1	\$2,000.00	\$1,000.00	\$0	\$0	\$940.00	\$0.00	\$0	\$2,000.00
Concrete Trail - 6" fiber mesh - SY (8' wide)	1800	\$45.00	\$81,000.00	\$0	\$0	\$0.00	\$0.00	\$0	\$81,000.00
Concrete Trail - 6" fiber mesh - SY (10' wide)	333	\$45.00	\$14,985.00	\$0	\$0	\$0.00	\$0.00	\$0	\$14,985.00
Asphalt Bikeway - 8' wide 4" - LF	2650	\$32.00	\$1,718.00	\$0	\$0	\$8,482.00	\$0.00	\$0	\$14,800.00
Grading / Earthwork - CY	675	\$12.00	\$8,100.00	\$0	\$0	\$0.00	\$0.00	\$0	\$8,100.00
Stockpile Topsoil - CY	675	\$10.00	\$6,750.00	\$0	\$0	\$0.00	\$0.00	\$0	\$6,750.00
Concrete Washout Structure - EA	1	\$1,500.00	\$0	\$0	\$1,500.00	\$0.00	\$0.00	\$0	\$1,500.00
Vehicle Tracking Pad EA	1	\$2,000.00	\$0	\$0	\$2,000.00	\$0.00	\$0.00	\$0	\$2,000.00
Erosion Control - AC	1.5	\$250.00	\$0	\$0	\$375.00	\$0.00	\$0.00	\$0	\$375.00
Geotech Boring / Testing (50' O.C.) - EA	5	\$100.00	\$0	\$0	\$1,500.00	\$0.00	\$0.00	\$0	\$1,500.00
Trail counter	1	\$5,200.00	\$0	\$0	\$5,200.00	\$0	\$0	\$0	\$5,200.00
Flagging	8	\$27.00	\$0	\$0	\$216.00	\$0.00	\$0.00	\$0	\$216.00
Traffic Control Management	1	\$550.00	\$0	\$0	\$550.00	\$0.00	\$0.00	\$0	\$550.00
Mobilization	1	\$5,244.52	\$0	\$0	\$5,244.52	\$0.00	\$0.00	\$0	\$5,244.52
Contingency (10%)	1	\$20,747.05	\$0	\$0	\$20,747.05	\$0.00	\$0.00	\$0	\$20,747.05
<b>Segments D &amp; E - Total</b>									\$298,217.57
<b>Linimer County - Segment F</b>									
Clearing and Grubbing	1	\$10,000.00	\$10,000.00	\$0	\$0	\$0	\$0	\$0	\$10,000.00
Unclassified Excavation (Comp. in place) - CY	2,000	\$15.00	\$2,300.00	\$72,810.00	\$0	\$0	\$0	\$0	\$75,110.00
Unavailable Material (CIP) - CY	500	\$45.00	\$0	\$22,500.00	\$0	\$0	\$0	\$0	\$22,500.00
Borrow (CIP) - CY	500	\$20.00	\$0	\$10,000.00	\$0	\$0	\$0	\$0	\$10,000.00
Erosion Log (12) - EA	1000	\$6.00	\$0	\$6,000.00	\$0	\$0	\$0	\$0	\$6,000.00
Concrete Washout Structure - EA	2	\$1,500.00	\$0	\$3,000.00	\$0	\$0	\$0	\$0	\$3,000.00
Cruiser Fines (along concrete) - LF	665	\$40.00	\$0	\$26,600.00	\$0	\$0	\$0	\$0	\$26,600.00
21" x 14" Ellip. Reinforced Concrete Pipe (CIP) - LF	200	\$100.00	\$20,000.00	\$0.00	\$0	\$0	\$0	\$0	\$20,000.00
23"x14" Reinforced Concrete Pipe End Sect (CIP) - EA	8	\$1,000.00	\$8,000.00	\$0.00	\$0	\$0	\$0	\$0	\$8,000.00
Fence - Wood Privacy (Spec) - LF	320	\$55.00	\$0	\$17,600.00	\$0	\$0	\$0	\$0	\$17,600.00
Fence - smooth wire w/ metal posts - EA	520	\$3.00	\$0	\$1,560.00	\$0	\$0	\$0	\$0	\$1,560.00
End Post - EA	5	\$225.00	\$0	\$1,125.00	\$0	\$0	\$0	\$0	\$1,125.00
Corner & Line Brace Post	5	\$775.00	\$0	\$3,875.00	\$0	\$0	\$0	\$0	\$3,875.00
Bolted (6") (Removable) - EA	6	\$1,000.00	\$6,000.00	\$0	\$0	\$0	\$0	\$0	\$6,000.00
Defectable Warning Pavers - EA	36	\$60.00	\$2,160.00	\$0	\$0	\$0	\$0	\$0	\$2,160.00
Concrete Trail - 6" Fiber mesh - LF	4915	\$45.00	\$221,175.00	\$0.00	\$0	\$0	\$0	\$0	\$221,175.00
Pedestrian crossing at County Rd 32E - Hybrid Beacon	1	\$110,000.00	\$7,011.00	\$107,989.00	\$0	\$0	\$0	\$0	\$110,000.00
Signs - EA	5	\$125.00	\$0	\$625.00	\$0	\$0	\$0	\$0	\$625.00
Sanitary Facility - EA	1	\$1,000.00	\$0	\$1,000.00	\$0	\$0	\$0	\$0	\$1,000.00
Mobilization - EA	1	\$40,000.00	\$0	\$40,000.00	\$0	\$0	\$0	\$0	\$40,000.00
Bridge Grd & Deck (40-45 ft) - Each	1	\$150,000.00	\$150,000.00	\$0.00	\$0	\$0	\$0	\$0	\$150,000.00
Const. Traffic Control	1	\$5,000.00	\$0	\$5,000.00	\$0	\$0	\$0	\$0	\$5,000.00
Flagging - HR	40	\$27.00	\$0	\$1,080.00	\$0	\$0	\$0	\$0	\$1,080.00
Construction Staking and Surveying	1	\$10,000.00	\$0	\$10,000.00	\$0	\$0	\$0	\$0	\$10,000.00

Geotech Boring / Testing (500' O.C.) - EA	6	\$300.00		\$1,800.00	\$0	\$0	\$0	\$0	\$0	\$1,800.00
Traffic Control Management	9	\$550.00		\$2,750.00	\$0	\$0	\$0	\$0	\$0	\$2,750.00
Contingency (10%)	1	\$70,935.00		\$70,935.00	\$0	\$0	\$0	\$0	\$0	\$70,935.00
<b>Segment F - Total</b>										<b>\$72,485.00</b>
<b>Town of Windsor - Segment G</b>										
Clearing and Grubbing - CY	1108	\$1.00	\$7,105.20	\$0	\$0	\$0	\$0	\$0	\$0	\$7,105.20
Soil Cut to FWD - CY	465	\$4.00	\$1,860.00	\$0	\$0	\$0	\$0	\$0	\$0	\$1,860.00
Soil Import - CY	442	\$12.00	\$5,304.00	\$0	\$0	\$0	\$0	\$0	\$0	\$5,304.00
Final Grade 10' Walk	6,652	\$2.00	\$13,304.00	\$0	\$0	\$0	\$0	\$0	\$0	\$13,304.00
Subgrade Preparation	6,652	\$2.10	\$13,969.20	\$0	\$0	\$0	\$0	\$0	\$0	\$13,969.20
Concrete Washout Pit - EA	1	\$1,500.00	\$0	\$0	\$0	\$0	\$1,500.00	\$0	\$0	\$1,500.00
Wet Fence - LF	10,516	\$2.00	\$0	\$0	\$0	\$0	\$17,420.00	\$0	\$0	\$17,420.00
10' Concrete Trail - 6" fibermesh - LF	5,987	\$45.00	\$269,415.00	\$0	\$0	\$0	\$0	\$0	\$0	\$269,415.00
4' Crusher fines trail (along concrete) - LF	2660	\$30.00	\$10,373.00	\$0	\$0	\$0	\$69,427.00	\$0	\$0	\$79,800.00
Soil Trail Prep and Grading - LF	2880	\$6.75	\$17,955.00	\$0	\$0	\$0	\$0	\$0	\$0	\$17,955.00
24" Reinforced Concrete Pipe Class III - EA	177	\$56.00	\$9,912.00	\$0	\$0	\$0	\$0	\$0	\$0	\$9,912.00
24" Flared end section - EA	8	\$1,475.00	\$11,800.00	\$0	\$0	\$0	\$0	\$0	\$0	\$11,800.00
42" Reinforced Concrete Pipe Class III - EA	75	\$115.00	\$8,625.00	\$0	\$0	\$0	\$0	\$0	\$0	\$8,625.00
42" Flared End Section - EA	1	\$3,125.00	\$3,125.00	\$0	\$0	\$0	\$0	\$0	\$0	\$3,125.00
60" Manhole - EA	1	\$6,875.00	\$0	\$0	\$0	\$0	\$6,875.00	\$0	\$0	\$6,875.00
Post and Dowel, 2 Rail - LF	2,080	\$12.00	\$0	\$0	\$0	\$0	\$24,960.00	\$0	\$0	\$24,960.00
Move and Reset Gates	1	\$5,000.00	\$0	\$0	\$0	\$0	\$5,000.00	\$0	\$0	\$5,000.00
Mobilization	1	\$78,400.00	\$0	\$0	\$0	\$0	\$78,400.00	\$0	\$0	\$78,400.00
Construction Staking and Surveying	1	\$16,000.00	\$0	\$0	\$0	\$0	\$16,000.00	\$0	\$0	\$16,000.00
Parking Lot (Gravel) - SF	1,149	\$30.00	\$34,470.00	\$0	\$0	\$0	\$0	\$0	\$0	\$34,470.00
Street Light - EA	2	\$8,000.00	\$0	\$0	\$0	\$0	\$16,000.00	\$0	\$0	\$16,000.00
Electrical	1	\$5,000.00	\$0	\$0	\$0	\$0	\$5,000.00	\$0	\$0	\$5,000.00
Benches - EA	2	\$5,000.00	\$0	\$0	\$0	\$0	\$10,000.00	\$0	\$0	\$10,000.00
Striping	1	\$500.00	\$0	\$0	\$0	\$0	\$500.00	\$0	\$0	\$500.00
Concrete Parking Blocks - EA	16	\$150.00	\$0	\$0	\$0	\$0	\$2,400.00	\$0	\$0	\$2,400.00
Signs - EA	16	\$125.00	\$2,000.00	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000.00
Trail counter.	1	\$5,200.00	\$0	\$0	\$0	\$0	\$5,200.00	\$0	\$0	\$5,200.00
Geotech Boring / Testing (500' O.C.) - EA	5	\$300.00	\$0	\$0	\$0	\$0	\$1,500.00	\$0	\$0	\$1,500.00
Landscape Restoration - Native seed	58,134	\$0.12	\$0	\$0	\$0	\$0	\$6,976.08	\$0	\$0	\$6,976.08
Ditch Realignment - LF	1090	\$40.00	\$0	\$0	\$0	\$0	\$43,600.00	\$0	\$0	\$43,600.00
Contingency (10%)	1	\$66,577.55	\$0	\$0	\$0	\$0	\$66,577.55	\$0	\$0	\$66,577.55
<b>Segment G - Total</b>										<b>\$727,355.03</b>
<b>PROJ</b>										
Interstate 25 Underpass and Trail	1	\$122,000.00		\$0	\$0	\$0	\$0	\$122,000.00		\$122,000.00
<b>Cash Subtotal</b>			<b>\$2,000,000.00</b>	<b>\$348,759.00</b>	<b>\$801,802.60</b>	<b>\$191,504.57</b>	<b>\$227,335.63</b>	<b>\$122,000.00</b>		<b>\$3,740,402.26</b>
<b>In-Kind Expenses</b>										
	Units	Cost Per Unit	GOCO	County	Yost Collin	Tirrnaih	Windsor	GOVT		Total
City										
Friends of Larimer County Parks & Open Lands - Don't use				\$2,000.00						\$2,000.00
<b>In-Kind Subtotal</b>				<b>\$2,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$122,000.00</b>		<b>\$2,000.00</b>
<b>TOTAL PROJECT COST</b>			<b>\$2,000,000.00</b>	<b>\$350,759.00</b>	<b>\$801,802.60</b>	<b>\$191,504.57</b>	<b>\$227,335.63</b>	<b>\$122,000.00</b>		<b>\$3,740,402.26</b>

**CALCULATION OF MATCH REQUIREMENTS**

	Requirement	Actual	Meets Requirement?
Minimum Match	\$935,100.57	\$1,740,401.86	Yes
Minimum Cash Match	\$374,040.23	\$1,738,401.86	Yes
GOCO % of Total Costs		53.47%	

## Colorado Front Range/Poudre River Regional Trail Initiative Proposed Budget

PROJECT EXPENSES/CONTRIBUTIONS					
Cash Expenses	Number of Units	Cost Per Unit	GOCO	Larimer County	City of Coll
<b>City of Fort Collins- Segments A,B, &amp; C</b>					
Clearing and Grubbing - SY	29,280	\$2.00	\$58,560.00	\$0	
Unclassified Exavaction (Comp. in place) - CY	4,880	\$25.00	\$100,000.00	\$0	\$22
Tree Removal - LS	3	\$5,000.00		\$0	\$15
Dewatering - LS	1	\$160,000.00		\$0	\$160
Structural Backfill (Class 2) - CY	4880	\$40.00	\$195,200.00	\$0	
Import Topsoil - CY	4880	\$10.00	\$48,800.00	\$0	
Grading / Earthwork - CY	4880	\$12.00	\$58,560.00	\$0	
Stockpile Topsoil - CY	4880	\$10.00	\$48,800.00	\$0	
Concrete Washout Structure - EA	4	\$1,000.00		\$0	\$4
Vehicle Tracking Pad	4	\$2,000.00		\$0	\$8
Erosion Control - AC	6	\$250.00		\$0	\$1
Erosion Control Supervisor - HR	400	\$80.00		\$0	\$32
Native Seeding - AC	6	\$2,500.00		\$0	\$15
Mulching / Native Hay-Hydromulch - AC	6	\$3,000.00		\$0	\$18
ABC Class 5 Base Course - TON	325	\$27.00	\$8,775.00	\$0	
Crusher Fines	325	\$42.00	\$13,650.00	\$0	
Concrete Bikeway - 5" colored fibermesh - SY	9760	\$45.00	\$439,200.00	\$0	
Sanitary Facility - EA	1	\$1,000.00		\$0	\$1
Field Office - EA	1	\$25,000.00		\$0	\$25
Geotech Boring / Testing (500' O.C.) - EA	18	\$300.00		\$0	\$5
Railroad Crossing Improvements	1	\$280,000.00	\$29,199.00	\$0	\$250
Trail counter	1	\$5,200.00		\$0	\$5
Construction Staking and Surveying	1	\$13,566.24		\$0	\$13
Mobilization	1	\$67,831.18		\$0	\$67
Contingency (10%)	1	\$164,504.24		\$0	\$164
<b>Segments A, B, C - Total</b>					
<b>Town of Timnath - Segments D &amp; E</b>					
Clearing and Grubbing - SY	1	\$5,000.00	\$5,000.00	\$0	
Native Seeding - AC	1.5	\$2,500.00		\$0	
Mulching / Native Hay-Hydromulch - AC	1.5	\$3,000.00	\$4,500.00	\$0	
Three Bell Parkway Pedestrian Crossing - LS	1	\$40,000.00	\$40,000.00	\$0	
Trail Sign & Kiosk- EA	1	\$2,000.00	\$1,060.00	\$0	
Concrete Trail - 6" fibermesh - SY (8' wide)	1800	\$45.00	\$81,000.00	\$0	
Concrete Trail - 6" fibermesh - SY (10' wide)	333	\$45.00	\$14,985.00	\$0	
Concrete Bikeway - 8'wide 4" - LF	2650	\$32.00	\$1,318	\$0	
Grading / Earthwork - CY	675	\$12.00	\$8,100.00	\$0	
Stockpile Topsoil - CY	675	\$10.00	\$6,750.00	\$0	

Corner & Line Brace Post	5	\$275.00		\$1,375.00
Bollard (6") (Removable) - EA	6	\$1,000.00	\$6,000.00	\$0.00
Detectable Warning Pavers - EA	36	\$60.00	\$2,160.00	\$0.00
Concrete Trail - 6" Fibermesh - LF	4915	\$45.00	\$221,175.00	\$0.00
Pedestrian crossing at County Rd 32E - Hybrid Beacon	1	\$110,000.00	\$7,011.00	\$102,989.00
Signs - EA	5	\$125.00		\$625.00
Sanitary Facility - EA	1	\$1,000.00		\$1,000.00
Mobilization - EA	1	\$40,000.00		\$40,000.00
Bridge Grdr & Deck (40-45 ft) - Each	1	\$150,000.00	\$150,000.00	\$0.00
Const.Traffic Control	1	\$5,000.00		\$5,000.00
Flagging - HR	40	\$27.00		\$1,080.00
Construction Staking and Surveying	1	\$10,000.00		\$10,000.00
Geotech Boring / Testing (500' O.C.) - EA	6	\$300.00		\$1,800.00
Traffic Control Management	5	\$550.00		\$2,750.00
Contingency (10%)	1	\$70,935.00		\$70,935.00
<b>Segment F - Total</b>				
<b>Town of Windsor - Segment G</b>				
Clearing and Grubbing - CY	1108	\$1.90	\$2,105.20	\$0
Soil Cut to Fill - CY	465	\$4.00	\$1,860.00	\$0
Soil Import - CY	442	\$12.00	\$5,304.00	\$0
Fine Grade 10' Walk	6,652	\$2.00	\$13,304.00	\$0
Sub-grade Preparation	6,652	\$2.10	\$13,969.20	\$0
Concrete Washout Pit - EA	1	\$1,500.00		\$0
Silt Fence - LF	10,516	\$2.00		\$0
10' Concrete Trail - 6" fibermesh - LF	5,987	\$45.00	\$269,415.00	\$0
4' Crusher fines trail (along concrete) - LF	2660	\$30.00	\$10,373.00	\$0
Soft Trail Prep and Grading - LF	2660	\$6.75	\$17,955.00	\$0
24" Reinforced Concrete Pipe Class III - EA	177	\$56.00	\$9,912.00	\$0
24" Flared end section - EA	8	\$1,575.00	\$12,600.00	\$0
42" Reinforced Concrete Pipe Class III - EA	75	\$115.00	\$8,625.00	\$0
42" Flared End Section - EA	1	\$3,125.00	\$3,125.00	\$0
60" Manhole - EA	1	\$6,875.00		\$0
Post and Dowel, 2 Rail - LF	2,080	\$12.00		\$0
Move and Reset Gates	1	\$5,000.00		\$0
Mobilization	1	\$28,400.00		\$0
Construction Staking and Surveying	1	\$16,000.00		\$0
Parking Lot (Gravel) - SF	1,149	\$30.00	\$34,470.00	\$0
Street Light - EA	2	\$8,000.00		\$0
Electrical	1	\$5,000.00		\$0
Benches - EA	2	\$5,000.00		\$0
Striping	1	\$500.00		\$0
Concrete Parking Blocks - EA	16	\$150.00		\$0
	16	\$125.00	\$2,000.00	\$0
Trail counter	1	\$5,200.00		\$0

**EXHIBIT D**  
**Intergovernmental (or other) Agreement (if required)**





September 19, 2023

## AGENDA ITEM SUMMARY

City Council



---

### STAFF

SeonAh Kendall, Economic Health Director  
Shannon Hein, Economic Health Manager  
Katie Geiger, Senior Economic Specialist  
Ryan Malarky, Legal

---

### SUBJECT

**First Reading of Ordinance No. 126, 2023, Appropriating Prior Year Reserves and Making Supplemental Appropriation for the City of Fort Collins Revolving Loan Fund Program.**

---

### EXECUTIVE SUMMARY

The purpose of this item is to authorize the transfer of \$143,884 accumulated from Platte River Power Authority's (PRPA) annual contribution to the City of Fort Collins in support of community economic development funds. The accumulated economic development funds have been in the General Fund to create the City of Fort Collins Revolving Loan Fund for Small Businesses and Startup companies operating in Fort Collins. The City will use the funds to support program access to capital for small businesses in Fort Collins city limits, including those that have historically not had access to traditional financial capital markets.

---

### STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on First Reading.

---

### BACKGROUND / DISCUSSION

In 2019, the City created a Fort Collins Main Street Revolving Loan Fund to support program access to capital for small businesses in Fort Collins that have historically not had access to traditional financial capital markets ("under banked" or "non-bankable"). The focus of the Main Street Revolving Loan Fund has been traditionally underrepresented, underserved small businesses in the Fort Collins community. Among these small businesses are a significant number of BIPOC-, veteran-, LGBTQA+, low-income-, and women-owned small businesses. Due to the COVID pandemic, the Main Street Revolving Loan Fund was repurposed and leveraged to create a regional \$5M Larimer County Small Business Loan Fund to rapidly provide and disperse low-cost debt capital to underserved businesses in Larimer County negatively impacted by the COVID-19 pandemic (See Attachment 2, which is an update regarding that COVID-era loan program).

This Ordinance will support the first step in reestablishing the City's revolving loan fund (RLF). An RLF is a gap financing tool used for the development and expansion of small businesses and startup companies. Over time, the RLF will become an "evergreen" source of capital for underrepresented and underserved borrowers in the community. "Evergreen" is the term used to refer to a self-replenishing pool of money

through interest and principal payments from previous loans to be used for new loans as budgeted and appropriated in future years.

In Fort Collins, businesses with 1-50 employees make up 96% of all firms. These businesses employ 38% of the workforce and provide 40% of the total wages in our community.

**Goals**

The goals of the RLF include:

1. Strengthen business survivability, stability and/or expansions through self-employment. This in turn facilitates job creation as a means of economic self-sufficiency for low-and moderate-income individuals.
2. Help bridge the financing gap for small businesses which might eventually qualify for bank financing and prepare them for traditional bank relationships.
3. Foster diversity in the business community by encouraging business ownership across a broad range of community members, including by those facing barriers to entry such as BIPOC, LGBTQA+, women, and the disabled.
4. Promote entrepreneurship and business innovation as a means of harnessing the creative potential of small businesses and investing in the economic success of the community.

The RLF is expected to provide important support to small businesses, recognizing the disparities in funding currently available in the market:

- Data from the small business credit survey deployed in 2020 found that firms owned by people of color were more likely to have unmet funding needs compared to other firms.
- A report by Minority Business Development Agency, found that, “among firms with gross receipts under \$500,000, loan denial rates for minority firms were about three times higher, at 42 percent, compared to those of non-minority-owned firms, 16 percent.”

Contributions to this RLF come from PRPA support of community economic development efforts.

Since 1982, Platte River has contributed funds annually to support local economic development efforts. Prior to 2017, the contributions received by the City of Fort Collins were directed toward Rocky Mountain Innosphere (Innosphere). In August 2017, the City requested PRPA to remit the funds directly to the City to support the development of a small businesses lending program, which led to the creation of the Main Street Revolving Loan Fund, launched in 2019 with funds from PRPA and the City’s Cluster Contribution to create a \$1M revolving loan fund. Those funds were ultimately repurposed due to the COVID pandemic to a regional \$5M Larimer County Loan Fund (LCLF). The regional Larimer County Loan Fund has distributed 166 loans for a total of ~\$4.9M, with average loans around \$29,500. The LCLF does not have a “revolving” component, which means loan payments are not allowed to be redistributed and remain idle.

PRPA has continued to contribute funds annually and the remaining funds are in the City’s General Fund Reserve available for appropriation. Funds to be appropriated are as follows:

2020 PRPA Contribution	General Fund Reserves	\$36,226
2021 PRPA Contribution	General Fund Reserves	35,990
2022 PRPA Contribution	General Fund Reserves	35,885
2023 PRPA Contribution	General Fund Reserves	35,783
<b>Total</b>		<b>\$143,884</b>

In Spring 2023, the City issued Request for Proposal (RFP) #8963 seeking a qualified, licensed, and accredited capital vendor to manage and administer the revolving loan fund on the City's behalf. Through the competitive bid process, Colorado Enterprise Fund (CEF) was selected as the revolving loan fund vendor. CEF is a 501(c)3 Community Development Financial Institution (CDFI), that provides loan underwriting, loan disbursement, loan servicing and all related legal compliance and oversight, as well as pre-loan technical assistance and business literacy education. CEF will lend its own funds and use the City's contribution as a grant and match two-to-one to initiate the RLF. Additional leverage is likely as CEF will co-invest with other sources to meet the demand and ultimately match up to seven times in the first two years. CEF's repayment rates have been consistently 97+%.

Term loans would be available to eligible small businesses for an estimated average of \$45,000 per business for the following purposes:

- Working Capital
- Equipment
- Inventory
- Business Purchase

Final loan amounts will be determined by CEF based on individual business models and needs.

**Oversight**

A representative from the selected vendor will meet with City of Fort Collins staff a minimum of semi-annually to review the program, lending data, and to provide updates. Staff will provide updates to Council annually.

**City Manager Recommendation**

The City Manager is recommending the supplemental appropriations in this Ordinance. The City Manager has determined that these appropriations, together with all other previous appropriations for this fiscal year, will not exceed the City's current estimate of actual and anticipated revenues and all other funds to be received by the City for this fiscal year.

**CITY FINANCIAL IMPACTS**

---

Total PRPA contribution of \$143,884 was received and earmarked for this program from 2020 – 2023.

The City intends to work with Colorado Enterprise Fund who can leverage these dollars up to seven times the initial investment, creating a larger loan pool for small businesses, creating a true evergreen fund in Fort Collins.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

None.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

1. Ordinance for Consideration
2. Update on Larimer County Small Business Loan Fund Memo, November 15, 2022
3. Presentation

ORDINANCE NO. 126, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
APPROPRIATING PRIOR YEAR RESERVES AND MAKING SUPPLEMENTAL  
APPROPRIATION FOR THE CITY OF FORT COLLINS REVOLVING LOAN FUND  
PROGRAM

WHEREAS, in 2019, the City created a revolving loan fund to provide a source of capital for small businesses and start-up companies in Fort Collins, including those that have historically not had access to financial capital markets, such as those owned by women and minorities, (the “RLF Program”) after the City Council adopted Ordinance No. 120, 2019, making certain appropriations and the transfer of funds; and

WHEREAS, the RLF Program funding was later repurposed to create a Larimer County Small Business Loan Fund to rapidly provide low-cost debt capital to such underserved businesses during the COVID-10 pandemic; and

WHEREAS, the purpose of this Ordinance is to appropriate funds to be used to reestablish the RLF Program for the purpose of providing economic assistance to small businesses, including traditionally under-represented and underserved small businesses, such as BIPOC-, LGBTQA+, low-income-, and women-owned small businesses; and

WHEREAS, the RLF Program is intended to provide an “evergreen” source of funding, meaning it will be a self-replenishing fund to be annually appropriated from the principal and interest payments received from earlier loans to be used to fund new loans; and

WHEREAS, this appropriation benefits the public health, safety and welfare of the residents of Fort Collins and serves the public purposes of improving the community’s economic health and making capital available to underserved and disadvantages small businesses and start-up companies in Fort Collins; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon the recommendation of the City Manager, to make supplemental appropriations by ordinance at any time during the fiscal year such funds for expenditure as may be available from reserves accumulated in prior years, notwithstanding that such reserves were not previously appropriated; and

WHEREAS, Article V, Section 9 of the City Charter permits the City Council, upon recommendation of the City Manager, to make a supplemental appropriation by ordinance at any time during the fiscal year, provided that the total amount of such supplemental appropriation, in combination with all previous appropriations for that fiscal year, do not exceed the current estimate of actual and anticipated revenues and all other funds to be received during the fiscal year; and

WHEREAS, the City Manager has recommended the appropriations described herein and determined that these appropriations are available and previously unappropriated from the General Fund and will not cause the total amount appropriated in the General Fund to exceed the current

estimate of actual and anticipated revenues and all other funds to be received in this Fund during this fiscal year.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That there is hereby appropriated from prior year reserves from the Platte River Power Authority’s (PRPA) contribution in the General Fund the sum of ONE HUNDRED EIGHT THOUSAND ONE HUNDRED ONE DOLLARS (\$108,101) to be expended in the General Fund for the RLF Program.

Section 3. That there is hereby appropriated from new revenue or other funds from the PRPA contribution in the General Fund the sum of THIRTY-FIVE THOUSAND SEVEN HUNDRED EIGHTY-THREE DOLLARS (\$35,783) to be expended in the General Fund for the RLF Program.

Introduced, considered favorably on first reading and ordered published this 19th day of September, 2023, and to be presented for final passage on the 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



## MEMORANDUM

**DATE:** November 15, 2022  
**TO:** Mayor and City Councilmembers  
**FROM:** SeonAh Kendall, Economic Health Director  
**THRU:** Kelly DiMartino, City Manager  
 Tyler Marr, Deputy City Manager  
 Travis Storin, Chief Financial Officer  
**RE: UPDATE ON LARIMER COUNTY SMALL BUSINESS LOAN FUND**

---

This memorandum is to provide an update, and potential next steps, on the Larimer County Small Business Loan Fund (“Loan Fund”) created in April 2020 during the early stages of the COVID-19 pandemic.

### **BOTTOM-LINE:**

The Loan Fund accomplished its desired outcome of rapidly providing and dispersing low-cost debt capital to underserved companies in Larimer County that were negatively impacted by the COVID-19 pandemic.

### Summary of the Fund:

The \$5M Loan Fund program was created to support small companies (20 or fewer employees) who were adversely impacted by COVID-19 and were unable to access other Federal relief programs such as the Payroll Protection Program in early 2020.

- As of September 30, 2022, 92.7% of the \$5 million (“M”) loan fund has been deployed with \$360,000 remaining, with an additional 12 – 15 loans being evaluated (totaling over \$1M).
- The Loan Fund has collected principal repayment of over \$1.44M and written off 2 loans for a total of \$72,000.
- 161 loans have been dispersed, with the average loan at \$40,000.

### **BACKGROUND:**

The Loan Fund was a regional initiative led by the City of Fort Collins (“City”), the Fort Collins Area Chamber of Commerce and Bohemian Foundation. Additional contributors and partners included: City of Loveland, Towns of Windsor and Berthoud, Larimer County, Community Foundation of Northern Colorado, as well as local banks and credit unions. Colorado Enterprise Fund (“CEF”), a 501(c)3 Community Development Financial Institution (“CDFI”), provides loan underwriting, loan disbursement, loan servicing and all related legal compliance and oversight. Additionally, CEF is providing pre-loan technical assistance, credit restoration (through a 3<sup>rd</sup> party), and business literacy education.

The City contributed \$200,000 to the Loan Fund. These funds were originally in the City's Fort Collins Main Street Revolving Loan Fund, which was created in 2019, and was repurposed to support the emergency Loan Fund.

Loan Fund Challenges:

- Idle loan capital cannot revolve (an estimated \$1.9M), as the original agreement was for one-time use.
- Loan Fund structure is for a 5-year term, which is too short for many borrowers' repayment debt-service coverage ratio.
- Current market conditions such as inflation, tighter credit access, business growth and expansion have created a higher request for loan funding at this time.

**NEXT STEPS:**

CEF has approached the City and Bohemian Foundation, along with partners, to explore options and opportunities such as early repayment to investors or repurposing and creating a new revolving loan fund to meet current market needs. Economic Health is exploring timeline, purchasing guidelines and financial commitment.

cc: Gerry Paul, Purchasing Director  
Blaine Dunn, Accounting Director  
Josh Birks, Sustainability Services Deputy Director

# Revolving Loan Fund Overview

**Katie Geiger**

Sr. Economic Specialist





Staff recommends adoption of the Ordinance.





- Access to capital is a barrier to the small business community.
- A revolving loan fund will provide increased access to capital.

**96% of all firms in Fort Collins are businesses with 1 – 50 employees**

## Small Business Needs Credit Survey (2020)

- Firms owned by people of color were more likely to have unmet needs compared to white-owned firms.

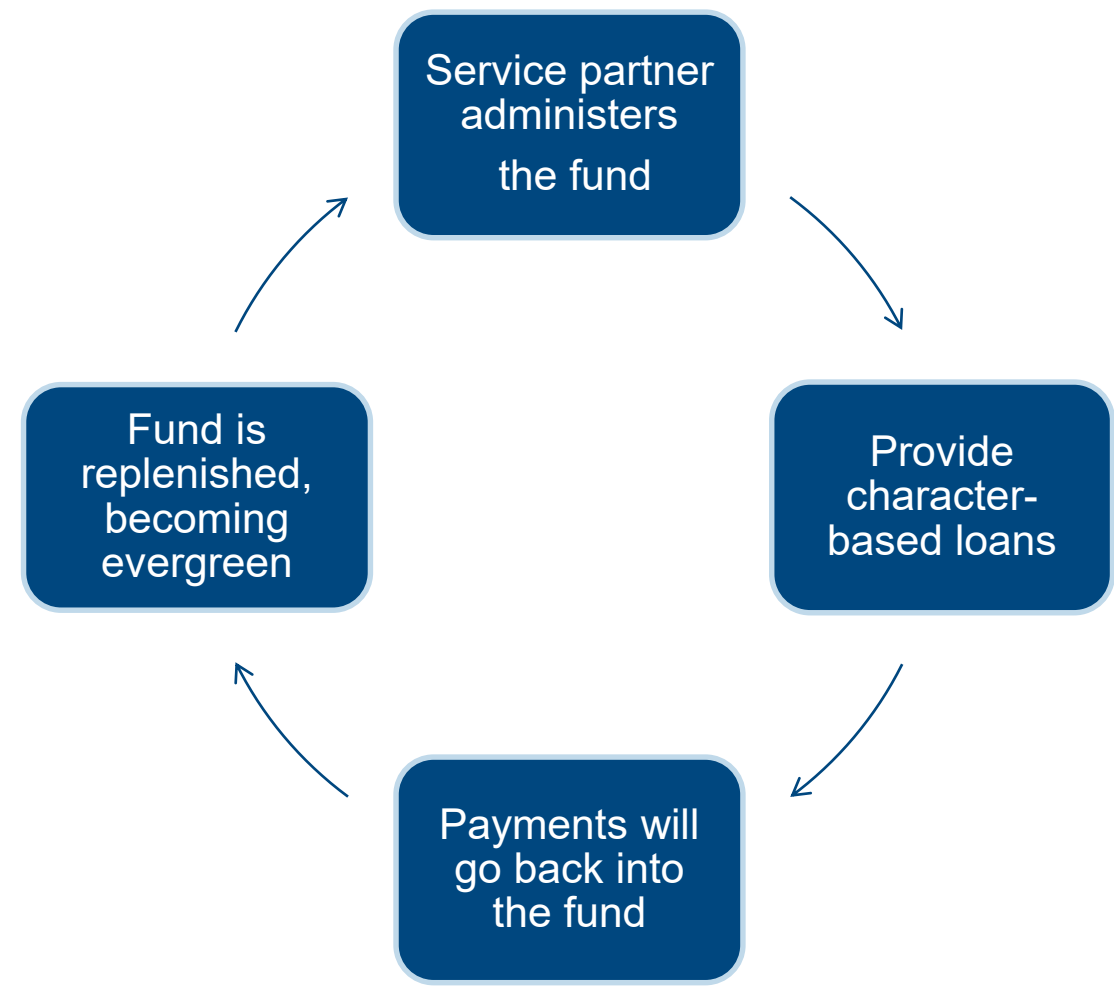
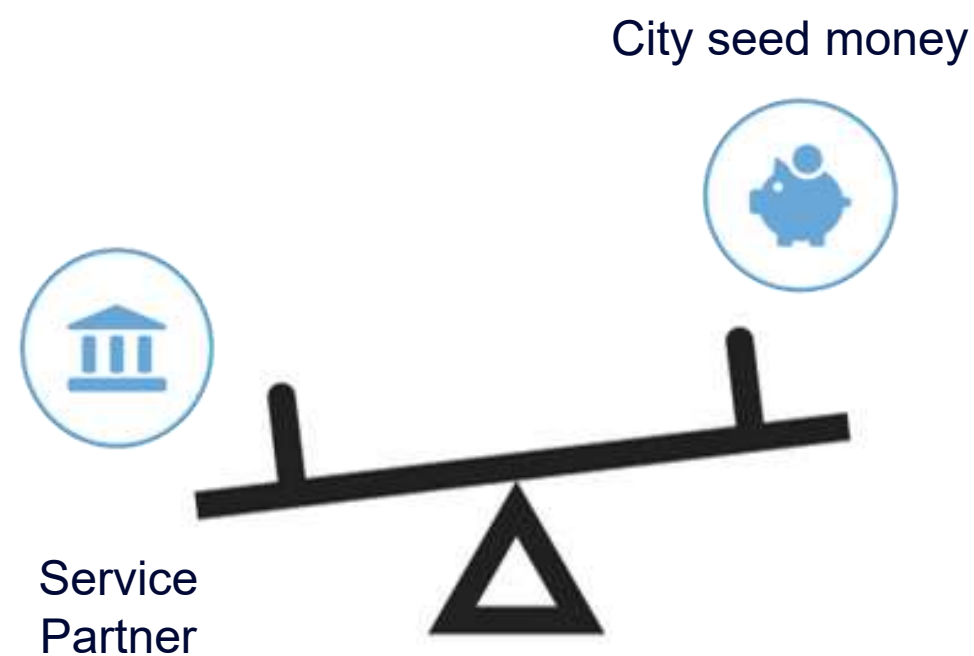
## Minority Business Development Agency report

- Firms with gross receipts under \$500,000, loan denial rates for minority firms were 3X higher than non-minority-owned firms.





# Item 12. What is a Revolving Loan Fund?



1

**Encourage business starts, strengthening, expansions**

2

**Help bridge the financial gap for small businesses**

3

**Foster diversity in the business community**

4

**Promote entrepreneurship and business innovation**



Item 12. Who Qualifies?



- Good character
- Must be a small business
- Located in Fort Collins
- Unable to obtain conventional financing

Source	Fund	Amount
2020 PRPA Contribution	General Fund	\$36,226
2021 PRPA Contribution	General Fund	35,990
2022 PRPA Contribution	General Fund	35,885
2023 PRPA Contribution*	General Fund	35,783
<b>Total RLF Appropriation and Transfer</b>		<b>\$143,884</b>



1.

Service partner manages and leverages the funds

2.

Initial seed money leveraged up to 7x

3.

Opportunity for women, minority, and veteran-owned businesses

4.

Quarterly reporting

1.

Character-based lending

2.

Spanish-speakers on staff

3.

Business Navigator technical assistance program

Staff recommends adoption of the Ordinance.





# AGENDA ITEM SUMMARY

City Council

## STAFF

Anissa Hollingshead, City Clerk  
Sara Arfmann, Legal

## SUBJECT

**First Reading of Ordinance No. 127, 2023, Amending Chapter 7 of the Code of the City of Fort Collins Regarding Duties of the City Clerk.**

## EXECUTIVE SUMMARY

The purpose of this item is to align the duties of the City Clerk regarding retention of certain election campaign records with new state law provisions regarding the same.

## STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on First Reading.

## BACKGROUND / DISCUSSION

House Bill 23-1245, signed by the Governor on June 7, 2023, in part requires municipal clerks to keep a copy of any report or statement required to be filed under the Fair Campaign Practices Act (FCPA) for 10 years from the date of filing for unsuccessful candidates, and for 6 years after an elected candidate leaves office.

Although the City has adopted its own campaign regulations, the new requirement under the FCPA is more restrictive than our City Code provision addressing the same. Our current Code provision was patterned after the FCPA when it was first enacted. Staff recommends amending the City Code to be consistent with state law.

## CITY FINANCIAL IMPACTS

None.

## BOARD / COMMISSION / COMMITTEE RECOMMENDATION

None.

## PUBLIC OUTREACH

None.

## ATTACHMENTS

- 1. Ordinance for Consideration

ORDINANCE NO. 127, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AMENDING CHAPTER 7 OF THE CODE OF THE CITY OF FORT COLLINS  
REGARDING DUTIES OF THE CITY CLERK

WHEREAS, Chapter 7 of the City Code provides the procedures, requirements and responsibilities for the conduct of municipal elections, reporting and registration of candidate, issue and political committees, and campaign finance disclosure requirements; and

WHEREAS, Section 7-20 of the City Code describes the duties of the City Clerk, including the retention of any reports or statements related to campaigns as required by Article V of Chapter 7; and

WHEREAS, in response to the adoption of new state law provisions regarding the retention period that municipal clerks must retain any mandated disclosure reports, City staff has reviewed current City retention practices of these records to determine whether they comply with state law; and

WHEREAS, City Code Section 7-20 requires the City Clerk to retain reports or statements required to be filed by Article V of Chapter 7 for only one year, which is inconsistent with new state law; and

WHEREAS, City staff recommends amending City Code Section 7-20 to be in line with new state timelines to retain reports or statements related to City campaigns; and

WHEREAS, the City Council finds that the proposed changes to the City Code are in the best interests of the City and its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That Section 7-20 of the Code of the City of Fort Collins is hereby amended to read as follows:

**Sec. 7-20. Duties of City Clerk.**

The City Clerk shall:

...

- (2) Keep a copy of any report or statement required to be filed by Article V for a period of ~~one (1) year~~ **ten (10) years** from the date of filing. In the case of candidates who were

elected, those candidate's reports and filings shall be kept for ~~one (1) year~~ **six (6) years** after the candidate leaves office;

...

Introduced, considered favorably on first reading and ordered published this 19th day of September, 2023, and to be presented for final passage on the 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

September 19, 2023

## AGENDA ITEM SUMMARY

City Council




---

### STAFF

Blaine Dunn, Accounting Director  
John Duval, Legal

---

### SUBJECT

**First Reading of Ordinance No. 128, 2023, Ratifying and Reaffirming Certain 2022 and 2023 City Expenditures and Designating Certain Unexpended and Unencumbered Appropriations as Non-Lapsing.**

---

### EXECUTIVE SUMMARY

The purpose of this item is to address and remedy an oversight made in certain 2021, 2022, and 2023 appropriation ordinances related to certain appropriated funds that were intended to be designated as non-lapsing appropriations as contemplated in Section 11 of Article V of the City Charter ("Section 11") but were not so designated. Section 11, which was amended by the City's voters in April 2021, provided before it was amended that all appropriations for capital projects and for federal and state grants were considered non-lapsing appropriations without any specific designation of non-lapsing in the appropriation ordinance. However, after being amended, Section 11 now requires that there be an express non-lapsing designation in the ordinance, and it also adds another category of appropriations that can be designated non-lapsing, those being private grants and donations.

It has been discovered that various appropriations for capital projects and for federal, state, and private grants and donations, mostly in 2021 appropriation ordinances, were intended to be designated as non-lapsing but through oversight that designation was not included in the ordinance. Nevertheless, these appropriations were accounted for in the City's accounting records as non-lapsing accounts and funds were spent from those accounts in the subsequent fiscal years of 2022 and 2023. To ensure these expenditures were properly spent in those years, this Ordinance ratifies and reaffirms those expenditures and designates the remaining amounts from those appropriations as non-lapsing for future expenditure.

---

### STAFF RECOMMENDATION

Staff recommends adoption of this Ordinance on First Reading.

---

### BACKGROUND / DISCUSSION

On April 6, 2021, the City's voters approved an amendment to Section 11 in Article V of the City Charter ("Section 11"). Section 11 addresses when City funds appropriated by City Council for expenditure will either lapse or not lapse at the end of the fiscal year for which the appropriation is approved.

If an appropriation lapses at the end of the year, the funds return to the unappropriated reserves of the fund from which they were appropriated and must be appropriated again from that fund by Council if they

are to be spent in future years. If an appropriation has not lapsed, the funds remain available for expenditure in future years without the need for an additional appropriation by Council.

Before the City's voters amended it, Section 11 provided that all appropriated funds remaining unexpended at the end of the fiscal year lapsed unless the funds were (i) encumbered, (ii) for a capital project, or (iii) for a federal or state grant, in which case such funds would not lapse at the end of the fiscal year and would be available for expenditure in future fiscal years without further appropriation by Council.

The 2021 amendment revised Section 11 in two respects. First, it added to the categories of possible non-lapsing funds those for a private grant or donation. Second, it added the requirement that the Council must expressly designate in the appropriation ordinance whether an appropriation for a capital project or for a federal, state, or private grant or donation is to be non-lapsing.

However, the 2021 amendment did not change the non-lapsing status of appropriated funds "encumbered" at the end of a fiscal year. "Encumbered" is not defined in the Charter, but the City's past and current Financial Officers, in the exercise of their authority under Section 22 of Charter Article V to control the expenditure of appropriated City funds, have interpreted and applied "encumbered" to mean those appropriated funds which by the end of the fiscal year have been committed by the City to the payment of a legal obligation, such as a payment required under a contract.

It has been discovered that certain appropriation ordinances adopted by City Council since the amended Section 11 became effective on April 6, 2021, included appropriations for capital projects and for federal, state, and private grants and donations that were intended to be designated in the appropriation ordinance as non-lapsing funds, but through oversight such designation was not included in the ordinance. While some of these appropriated funds were encumbered at the end of the fiscal year, and therefore non-lapsing because of that encumbrance, some were not encumbered but were nevertheless expended in a succeeding fiscal year because Financial Services had designated the funds in the City's accounting records as non-lapsing based on the incorrect assumption that they had been designated as non-lapsing.

The City Attorney's Office and Financial Services have reviewed all of the City Council's appropriation ordinances adopted since the amended Section 11 became effective on April 6, 2021, to identify those appropriations for which a non-lapsing designation was intended but not included in the ordinance and the unexpended funds from such appropriations which were unencumbered at the end of the fiscal year but yet were expended in either or both fiscal years 2022 and 2023. The City Attorney's Office and Financial Services are recommending that City Council adopt this Ordinance to reaffirm and ratify those 2022 and 2023 expenditures and to designate the remaining unexpended and unencumbered funds from those appropriations as non-lapsing for expenditure in future fiscal years as authorized in Section 11.

There are seventeen 2021 ordinances affected, three 2022 ordinances affected, and one 2023 ordinance affected.

Identified below are each of the affected appropriation ordinances which are addressed in the operative sections of this Ordinance and a brief description of the relevant funds appropriated in them for capital projects and/or federal, state, and/or private grants and donations:

### **Ordinance No. 058, 2021 (Section 2)**

This ordinance appropriated twenty-five separate private donations totaling \$42,264. They were received from multiple individuals and entities to be used for the various purposes designated by the donors. Each of these donations was deposited in and appropriated from the applicable City fund to meet the donor's intent. These included the General Fund, Natural Areas Fund, Cultural Services and Facilities Fund, Recreation Fund, Transportation Services Fund, Capital Projects Fund, Benefits Fund, and the Light and Power Fund.



**Ordinance No. 065, 2021 (Section 3)**

This ordinance appropriated a \$32,800 grant from the Colorado Department of Human Services Office of Early Childhood to be used to offset additional unbudgeted expenses associated with childcare during the COVID pandemic. The grant was deposited in and appropriated from the Recreation Fund.

**Ordinance No. 073, 2021 (Section 4)**

This ordinance appropriated a net grant of \$8,911,287 from the Federal Transit Authority to be used to address the effects of the COVID pandemic through funding for Transfort operations and mobility services for seniors and individuals with disabilities. The grant was deposited in and appropriated from the Transit Services Fund.

**Ordinance No. 074, 2021 (Section 5)**

This ordinance appropriated a grant of \$41,564 from the Colorado Department of Local Affairs to be used by Fort Collins Police Services to fund investigations and enforcement of laws related to unlicensed marijuana cultivation and distribution. The grant was deposited in and appropriated from the General Fund.

**Ordinance No. 076, 2021 (Section 6)**

This ordinance appropriated a grant of \$1,555,040 from the U.S. Department of Housing and Urban Development to be used by the City under the federal Community Development Block Grant Program ("CDBG Program"). The grant was deposited in and appropriated from the CDBG Program Fund.

**Ordinance No. 077, 2021 (Section 7)**

This ordinance appropriated a grant of \$957,860 from the U.S. Department of Housing and Urban Development to be used by the City under the federal Home Investment Partnerships Program ("HOME Program"). The grant was deposited in and appropriated from the HOME Program Fund.

**Ordinance No. 079, 2021 (Section 8)**

This ordinance appropriated a federal grant of \$4,217,846 being a portion of the grant funds the City received from the federal government under the 2020 American Rescue Plan Act (ARPA) to be used by the City to address the negative effects of the COVID pandemic related to public health, negative economic impacts, lost City revenue, premium pay for essential workers, and investment in water, sewer, and broadband infrastructure. The grant was deposited in and appropriated from the General Fund.

**Ordinance No. 080, 2021 (Section 9)**

This ordinance appropriated a grant of \$67,612 from the Colorado Division of Criminal Justice to be used for the City's Restorative Justice Services Program. The grant was deposited in and appropriated from the General Fund.

**Ordinance No. 098, 2021 (Section 10)**

This ordinance appropriated \$8,200,000 of the proceeds from the 2018 issuance of bonds by the City's Electric Utility Enterprise to fund the City's capital project of constructing a broadband system throughout Fort Collins with these appropriated funds to be used for

the continued construction of that system and expended from the City's Broadband Subaccount in the Light and Power Fund.

**Ordinance No. 103, 2021 (Section 11)**

This ordinance appropriated a federal grant of \$1,243,768 from the U.S. Small Business Administration's Office of Disaster Assistance under its Shuttered Venue Operators Grant Program to be used for the City's Lincoln Center to address the negative effects the COVID pandemic had on its operations. The grant was deposited in and appropriated from the Cultural Services and Facilities Fund

**Ordinance No. 113, 2021 (Section 12)**

This ordinance appropriated, among other funds, the following grant funds and they were all deposited in and expended from the General Fund: (i) a \$130,000 Emergency Management Performance Grant, (ii) a \$65,366 Beat Auto Theft Through Law Enforcement (BATTLE) grant for Fort Collins Police Services ("FCPS") overtime pay, (iii) a \$8,370 Click It or Ticket grant for FCPS overtime pay, (iv) a \$32,092 Edward Byrne Memorial Justice Assistance grant for FCPS overtime pay, (v) a \$6,198 LEAF grant for FCPS overtime pay, (vi) a \$66,543 POMH grant for FCPS contractual mental health specialist, and (vii) a \$2,579 POST grant for FCPS officer training. It also appropriated \$100,000 for the Southeast Community Innovation Center & Pool Project.

**Ordinance No. 114, 2021 (Section 13)**

This ordinance appropriated the funds from the following two grants and both grants were deposited in and appropriated from the General Fund: (i) a \$837 State of Colorado LEAF grant for DUI and speed enforcement by FCPS, and (ii) a \$2,085 POST grant for FCPS officer training.

**Ordinance No. 134, 2021 (Section 14)**

This ordinance appropriated a grant of \$200,000 from the U.S. Environmental Protection Agency to be used to help align and supplement existing City programs regarding indoor air quality, energy efficiency, and emergency preparedness. The grant was deposited in and appropriated from the General Fund.

**Ordinance No. 140, 2021 (Section 15)**

This ordinance appropriated \$2,218,000 being transferred from the City's Community Capital Improvement Program Fund to its Capital Projects Fund to fund the capital project of renovating the City's Carnegie Library and it appropriated \$17,000 being transferred from the Capital Projects Fund to the Cultural Services and Facilities Fund to fund the capital project of commissioning an artwork under the City's Art in Public Places Program related to Carnegie Library project.

**Ordinance No. 142, 2021 (Section 16)**

This ordinance appropriated \$8,750,000 representing the City's 50% share of a \$16.5 million grant from the Federal Aviation Administration ("FAA") for capital projects at the Northern Colorado Regional Airport. The grant was deposited in and appropriated from the Airport Fund.

**Ordinance No. 145, 2021 (Section 17)**

This ordinance was the City's annual appropriation ordinance for the fiscal year 2022. In addition to multiple other appropriations, it appropriated the funds for all the capital projects identified in the ordinance in these amounts from the following City funds: (i) fifteen identified capital projects totaling \$8,526,814 – Light & Power Fund; (ii) fifteen identified capital projects totaling \$13,738,784 – Water Fund; (iii) eleven identified capital projects totaling \$5,662,790 – Wastewater Fund; (iv) twelve identified capital projects totaling \$7,209,871 – Stormwater Fund; (v) \$88,015 – Capital Projects Fund (Art in Public Places); (vi) thirteen identified capital projects totaling \$8,870,000 - Capital Projects Fund (General City Capital Projects); (vii) thirteen identified capital projects totaling \$6,359,000 – Community Capital Improvement Fund; (viii) three identified capital projects totaling \$1,650,000 – Conservation Trust Fund; and (ix) three identified capital projects totaling \$4,000,000 – Neighborhood Parkland Fund.

**Ordinance No. 155, 2021 (Section 18)**

This ordinance appropriated a \$2,437,500 State of Colorado grant to be used for the capital project known as the Laporte Avenue Multimodal Project (the "Project"). The grant funds were deposited in and appropriated from the Capital Projects Fund. It also appropriated \$389,142 transferred from the Transportation Capital Expansion Fee to the Capital Projects Fund for the Project and \$3,042 transferred from the Capital Projects Fund to the Cultural Services and Facilities Fund to commission an artwork under the City's Art in Public Places Program related to the Project.

**Ordinance No. 031, 2022 (Section 19)**

This ordinance appropriated \$172,584 of grant funds received from the Colorado Department of Human Services, Office of Early Childhood to be used by the Recreation Department for childcare programming, tuition assistance, workforce retention, and facility enhancements. The grant was deposited in and appropriated from the Recreation Fund.

**Ordinance No. 118, 2022 (Section 20)**

This ordinance appropriated \$16,445,834 representing the City's 50% share of grants from the State of Colorado and Federal Aviation Administration for capital projects at the Northern Colorado Regional Airport. The grant was deposited in and appropriated from the Airport Fund.

**Ordinance No. 126, 2022 (Section 21)**

This ordinance was the City's annual appropriation ordinance for fiscal year 2023. In addition to multiple other appropriations, it appropriated the funds for all the capital projects identified in the ordinance in these amounts from the following City funds: (i) \$81,132 – Cultural Services and Facilities Fund (Art in Public Places); (ii) eleven identified capital projects totaling \$8,783,838 - Capital Projects Fund (General City Capital Projects); (iii) eleven identified capital projects totaling \$4,588,000 – Community Capital Improvement Fund; (iv) one identified capital project totaling \$2,222,222 – Conservation Trust Fund; (v) one identified capital project totaling \$3,021,212 – Neighborhood Parkland Fund; (vi) fourteen identified capital projects totaling \$9,192,641 – Light & Power Fund; (vii) eight identified capital projects totaling \$4,132,000 – Stormwater Fund; (viii) eleven identified capital projects totaling \$10,565,253 – Wastewater Fund; and (ix) twelve identified capital projects totaling \$25,358,652 – Water Fund.

**Ordinance No. 041, 2023 (Section 22)**

This ordinance appropriated funds for these capital projects: (i) \$100,000 to be expended from the Transportation Fund for the Neighborhood Traffic Mitigation Program Project Construction; and (ii) \$4,361,774 to be expended from the Broadband Fund for the re-deployment of broadband working capital.

**CITY FINANCIAL IMPACTS**

---

Since this Ordinance addresses past expenditures or future expenditures that were previously intended to be appropriated as non-lapsing and spent for their authorized uses, this Ordinance will not affect the City’s current finances.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

None.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

- 1. Ordinance for Consideration

ORDINANCE NO. 128, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
RATIFYING AND REAFFIRMING CERTAIN 2022 AND 2023 CITY EXPENDITURES  
AND DESIGNATING CERTAIN UNEXPENDED AND UNENCUMBERED  
APPROPRIATIONS AS NON-LAPSING

WHEREAS, on April 6, 2021, the City’s voters approved an amendment to Section 11 in Article V of the City Charter (“Section 11”); and

WHEREAS, Section 11 addresses when City funds appropriated by City Council for expenditure will either lapse or not lapse at the end of the fiscal year for which the appropriation is approved; and

WHEREAS, if an appropriation lapses at the end of the year, the funds return to the unappropriated reserves of the fund from which they were appropriated and must be appropriated again from that fund by City Council if they are to be spent in future years; and

WHEREAS, if an appropriation has not lapsed, the funds remain available for expenditure in future years without the need for an additional appropriation by City Council; and

WHEREAS, before the City’s voters amended Section 11, it provided that all appropriated funds remaining unexpended at the end of the fiscal lapsed unless the funds were (i) encumbered, (ii) for a capital project, or (iii) for a federal or state grant, in which case such funds would not lapse at the end of the fiscal year and be available for expenditure in future fiscal years without further appropriation by City Council; and

WHEREAS, the 2021 amendment revised Section 11 in two respects, first it added to the categories of possible non-lapsing funds those for a private grant or donation and second it added the requirement that the City Council must expressly designate in the appropriation ordinance whether an appropriation for a capital project or for a federal, state, or private grant or donation is to be non-lapsing; and

WHEREAS, the 2021 amendment did not, however, change the non-lapsing status of appropriated funds “encumbered” at the end of a fiscal year; and

WHEREAS, “encumbered” is not defined in the Charter, but the City’s past and current Financial Officers have, in the exercise of their authority under Section 22 of Charter Article V to control the expenditure of appropriated City funds, have interpreted and applied “encumbered” to mean those appropriated funds which by the end of the fiscal year have been committed by the City to the payment of a legal obligation, such as a payment required under a contract; and

WHEREAS, it has been discovered that certain appropriation ordinances adopted by City Council since the amended Section 11 became effective on April 6, 2021, included appropriations for capital projects and for federal, state, and private grants and donations that were intended to be designated in the appropriation ordinance as non-lapsing funds, but through oversight such designation was not included in the ordinance; and

WHEREAS, while some of these appropriated funds were encumbered at the end of the fiscal year, and therefore non-lapsing because of that encumbrance, some were not encumbered but were nevertheless expended in a succeeding fiscal year because Financial Services had designated the funds as non-lapsing in its accounting records based on the incorrect assumption that they had been designated as non-lapsing in the ordinance; and

WHEREAS, the City Attorney’s Office and Financial Services have reviewed all of the City Council’s appropriation ordinances adopted since the amended Section 11 became effective on April 6, 2021, to identify those appropriations for which a non-lapsing designation was intended but not included in the ordinance and the unexpended funds from such appropriations which were unencumbered at the end of the fiscal year but yet were expended in either or both fiscal years 2022 and 2023; and

WHEREAS, the City Attorney’s Office and Financial Services are recommending that City Council adopt this Ordinance to reaffirm and ratify those 2022 and 2023 expenditures and to designate the remaining unexpended and unencumbered funds from those appropriations as non-lapsing for expenditure in future fiscal years as authorized in Section 11; and

WHEREAS, the City Council wishes to reaffirm and ratify all those 2022 and 2023 expenditures and to designate the funds remaining unexpended and unencumbered from the appropriations identified below as non-lapsing for future expenditure as authorized in Section 11; and

WHEREAS, the City Council’s further reaffirms and ratifies the public purposes for which such expenditures were originally appropriated and finds that the non-lapsing designations as hereafter provided are necessary for the public’s health, safety, and welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That the City Council hereby reaffirms and ratifies all the City’s expenditures made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No. 058, 2021, which funds are twenty-five separate private donations totaling \$42,264 received from multiple individuals and entities to be used for various public purposes and deposited in and expended from several different City funds, including the General Fund, Natural Areas Fund, Cultural Services and Facilities Fund, Recreation Fund, Transportation Services Fund, Capital Projects Fund, Benefits Fund, and the Light and Power Fund, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 058, 2021, that remain unexpended and unencumbered.

Section 3. That the City Council hereby reaffirms and ratifies all the City’s expenditures made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No.

065, 2021, which funds are a \$32,800 grant from the Colorado Department of Human Services Office of Early Childhood to be used to offset additional unbudgeted expenses associated with childcare during the COVID pandemic and deposited in and expended from the City’s Recreation Fund, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 065, 2021, that remain unexpended and unencumbered.

Section 4. That the City Council hereby reaffirms and ratifies all the City’s expenditures made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No. 073, 2021, which funds are a net grant of \$8,911,287 from the Federal Transit Authority to be used to address the effects of the COVID pandemic through funding for Transfort operations and mobility services for seniors and individuals with disabilities and deposited in and expended from the City’s Transit Services Fund, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 073, 2021, that remain unexpended and unencumbered.

Section 5. That the City Council hereby reaffirms and ratifies all the City’s expenditures that have been made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No. 074, 2021, which funds are a grant of \$41,564 from the Colorado Department of Local Affairs to be used by Fort Collins Police Services to fund investigations and enforcement of laws related to unlicensed marijuana cultivation and distribution and deposited in and expended from the City’s General Fund, and hereby designate as non-lapsing pursuant to Section 11 all the funds appropriated in Ordinance No. 074, 2021, that remain unexpended and unencumbered.

Section 6. That the City Council hereby reaffirms and ratifies all the City’s expenditures made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No. 076, 2021, which funds are a grant of \$1,555,040 from the U.S. Department of Housing and Urban Development to be used by the City under the federal Community Development Block Grant Program (“CDBG Program”) and deposited in and expended from the City’s CDBG Program Fund, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 076, 2021, that remain unexpended and unencumbered.

Section 7. That the City Council hereby reaffirms and ratifies all the City’s expenditures made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No. 077, 2021, which funds are a grant of \$957,860 from the U.S. Department of Housing and Urban Development to be used by the City under the federal Home Investment Partnerships Program (“HOME Program”) and deposited in and expended from the City’s HOME Program Fund, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 077, 2021, that remain unexpended and unencumbered.

Section 8. That the City Council hereby reaffirms and ratifies all the City’s expenditures made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No. 079, 2021, which funds are a federal grant of \$4,217,846 being a portion of the grant funds the City received from the federal government under the 2020 American Rescue Plan Act (ARPA) to be used by the City to address the negative effects of the COVID pandemic related to public health, negative economic impacts, lost City revenue, premium pay for essential workers, and investment in water, sewer, and broadband infrastructure and deposited in and expended from the

City's General Fund, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 079, 2021, that remain unexpended and unencumbered.

Section 9. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No. 080, 2021, which funds are a grant of \$67,612 from the Colorado Division of Criminal Justice to be used for the City's Restorative Justice Services Program and deposited in and expended from the City's General Fund, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 080, 2021, that remain unexpended and unencumbered.

Section 10. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No. 098, 2021, which funds totaled \$8,200,000 and are proceeds from the 2018 issuance of bonds by the City's Electric Utility Enterprise to fund the City's capital project of constructing a broadband system throughout Fort Collins with these appropriated funds to be used for the continued construction of that system and expended from the City's Broadband Subaccount in the Light and Power Fund, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 098, 2021, that remain unexpended and unencumbered.

Section 11. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No. 103, 2021, which funds are a federal grant of \$1,243,768 from the U.S. Small Business Administration's Office of Disaster Assistance under its Shuttered Venue Operators Grant Program to be used for the City's Lincoln Center to address the negative effects the COVID pandemic has had on its operations and deposited in and expended from the City's Cultural Services and Facilities Fund, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 103, 2021, that remain unexpended and unencumbered.

Section 12. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal years 2022 and 2023 using certain of grant funds appropriated in Ordinance No. 113, 2021, which funds were deposited in and expended from the City's General Fund and are: (i) a \$130,000 Emergency Management Performance Grant, (ii) a \$65,366 Beat Auto Theft Through Law Enforcement (BATTLE) grant for Fort Collins Police Services ("FCPS") overtime pay, (iii) a \$8,370 Click It or Ticket grant for FCPS overtime pay, (iv) a \$32,092 Edward Byrne Memorial Justice Assistance grant for FCPS overtime pay, (v) \$6,198 LEAF grant for FCPS overtime, (vi) a \$66,543 POMH grant for FCPS contractual mental health specialist, and (vii) a \$2,579 POST grant for FCPS officer training; and Ordinance No. 113 also appropriated \$100,000 for the Southeast Community Innovation Center & Pool Project; and hereby designate as non-lapsing under Section 11 the portions of these funds appropriated in Ordinance No. 113, 2021, that remain unexpended and unencumbered.

Section 13. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal years 2022 and 2023 using certain of the funds appropriated in Ordinance No. 114, 2021, which funds are: (i) a \$837 State of Colorado LEAF grant for DUI and speed enforcement by FCPS, and (ii) a \$2,085 POST grant for FCPS officer training, with both grants deposited in and expended from the General Fund, and hereby designate as non-lapsing



under Section 11 the portions of these grant funds appropriated in Ordinance No. 114, 2021, that remain unexpended and unencumbered.

Section 14. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal years 2022 and 2023 using the funds appropriated in Ordinance No. 134, 2021, which funds are a grant of \$200,000 from the U.S. Environmental Protection Agency to be used to help align and supplement existing City programs regarding indoor air quality, energy efficiency, and emergency preparedness and deposited in and expended from the City's General Fund, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 134, 2021, that remain unexpended and unencumbered.

Section 15. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal years 2022 and 2023 using the hereafter described funds appropriated in Ordinance No. 140, 2021, which funds are \$2,218,000 being transferred from the Community Capital Improvement Program Fund to the Capital Projects Fund and appropriated from it to fund the capital project of renovating the City's Carnegie Library and \$17,000 being transferred from the Capital Projects Fund to the Cultural Services and Facilities Fund and appropriated from it to fund the capital project of commissioning an artwork under the City's Art in Public Places Program related to Carnegie Library project, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 140, 2021, for these capital projects that remain unexpended and unencumbered.

Section 16. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal years 2022 and 2023 using the hereafter described funds appropriated in Ordinance No. 142, 2021, which funds are \$8,750,000 representing the City's 50% share of a \$16.5 million grant from the Federal Aviation Administration ("FAA") for capital projects at the Northern Colorado Regional Airport (the "Airport") and deposited in and expended from the Airport Fund, and hereby designate as non-lapsing under Section 11 all the FAA grant funds appropriated in Ordinance No. 142, 2021, for these Airport capital projects that remain unexpended and unencumbered.

Section 17. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal year 2023 using these described funds appropriated for all the capital projects identified in Ordinance No. 145, 2021, the City's annual appropriation ordinance for fiscal year 2022: (i) fifteen identified capital projects totaling \$8,526,814 – Light & Power Fund; (ii) fifteen identified capital projects totaling \$13,738,784 – Water Fund; (iii) eleven identified capital projects totaling \$5,662,790 – Wastewater Fund; (iv) twelve identified capital projects totaling \$7,209,871 – Stormwater Fund; (v) \$88,015 – Capital Projects Fund (Art in Public Places); (vi) thirteen identified capital projects totaling \$8,870,000 - Capital Projects Fund (General City Capital Projects); (vii) thirteen identified capital projects totaling \$6,359,000 – Community Capital Improvement Fund; (viii) three identified capital projects totaling \$1,650,000 – Conservation Trust Fund; and (ix) three identified capital projects totaling \$4,000,000 – Neighborhood Parkland Fund, and hereby designate as non-lapsing under Section 11 all of these capital project funds appropriated in Ordinance No. 145, 2021, that remain unexpended and unencumbered.

Section 18. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal years 2022 and 2023 using the hereafter described funds appropriated for the capital project known as the Laporte Avenue Multimodal Project (the "Project") in Ordinance No. 155, 2021, which are \$2,437,500 of State of Colorado grant funds deposited in and appropriated from the Capital Projects Fund and \$389,142 transferred from the Transportation Capital Expansion Fee to the Capital Projects Fund and appropriated from it, and \$3,042 transferred from the Capital Projects Fund to the Cultural Services and Facilities Fund to commission an artwork under the City's Art in Public Places Program related to the Project, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 155, 2021, for the Project and artwork that remain unexpended and unencumbered.

Section 19. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal year 2023 using the funds appropriated in Ordinance No. 031, 2022, which funds are total grants of \$172,584 from the Colorado Department of Human Services, Office of Early Childhood deposited in and expended from the City's Recreation Fund to be used by the Recreation Department for childcare programing, tuition assistance, workforce retention, and facility enhancements, and hereby designate as non-lapsing under Section 11 all the funds appropriated in Ordinance No. 031, 2022, that remain unexpended and unencumbered.

Section 20. That the City Council hereby reaffirms and ratifies all the City's expenditures made in fiscal year 2023 using the hereafter described funds appropriated in Ordinance No. 118, 2022, which funds are \$16,445,834 representing the City's 50% share of grants from the State of Colorado ("Colorado") and Federal Aviation Administration ("FAA") for capital projects at the Northern Colorado Regional Airport (the "Airport") and deposited in and expended from the Airport Fund, and hereby designate as non-lapsing under Section 11 all these Colorado and FAA grant funds appropriated in Ordinance No. 118, 2022, for the Airport capital projects that remain unexpended and unencumbered.

Section 21. That the City Council hereby designates as non-lapsing under Section 11 all of the following capital project funds as identified and appropriated in Ordinance No. 126, 2022, the City's annual appropriation ordinance for fiscal year 2023, that remain unexpended and unencumbered: (i) \$81,132 – Cultural Services and Facilities Fund (Art in Public Places); (ii) eleven identified capital projects totaling \$8,783,838 - Capital Projects Fund (General City Capital Projects); (iii) eleven identified capital projects totaling \$4,588,000 – Community Capital Improvement Fund; (iv) one identified capital project totaling \$2,222,222 – Conservation Trust Fund; (v) one identified capital project totaling \$3,021,212 – Neighborhood Parkland Fund; (vi) fourteen identified capital projects totaling \$9,192,641 – Light & Power Fund; (vii) eight identified capital projects totaling \$4,132,000 – Stormwater Fund; (viii) eleven identified capital projects totaling \$10,565,253 – Wastewater Fund; and (ix) twelve identified capital projects totaling \$25,358,652 – Water Fund.

Section 22. That the City Council hereby designates as non-lapsing under Section 11 all of the capital project funds identified and appropriated in Sections 4 and 6 of Ordinance No. 041, 2023, that remain unexpended and unencumbered which are: (i) \$100,000 expended in the Transportation Fund for Neighborhood Traffic Mitigation Program Project Construction; and (ii) \$4,361,774 expended in the Broadband Fund as re-deployment of broadband working capital.

Introduced, considered favorably on first reading and ordered published this 19th day of September, 2023, and to be presented for final passage on the 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



# AGENDA ITEM SUMMARY

City Council

## STAFF

Brittany Depew, Social Sustainability, Homelessness Lead Specialist  
Ethan Doak, Legal  
Ted Hewitt, Legal  
Brad Yatabe, Legal

## SUBJECT

**First Reading of Ordinance No. 129, 2023, Suspending Certain Provisions of the City’s Land Use Code and Building Code to Permit Temporary Use of City Property at 117 North Mason Street as a Seasonal Overflow Homeless Shelter.**

## EXECUTIVE SUMMARY

The purpose of this item is to suspend certain provisions of the City’s Land Use Code to allow the temporary use of 117 North Mason Street as a men’s overflow shelter site from November 1, 2023-April 30, 2024.

## STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on First Reading.

## BACKGROUND / DISCUSSION

### Program Summary

- The Seasonal Overflow Shelter (SOS) program provides additional shelter capacity during winter months for people experiencing homelessness.
- The City historically contributes coordination and funding support to help reduce or eliminate instances of people being turned away from shelter, and into inclement weather conditions, due to space constraints.

### 2022-2023 Season

- This same building, 117 North Mason Street, was used for an overflow shelter for men experiencing homelessness for the 2022-2023 winter season.
- The shelter was operated by Fort Collins Rescue Mission from November-April.
- There was capacity to sleep up to 44 men, overnight only, during the winter season.
- Both mid- and post-season feedback was generally neutral to positive, with overall input from neighbors that the shelter did not impact their day-to-day experience in this part of town.

## 2023-2024 Season

- This year, City staff and shelter providers explored other options and made the decision to once again utilize the City-owned building at 117 North Mason Street for the 2023-2024 season.
- This location was identified as the most viable option due to size, location, and availability.
- The City is intending to enter into a lease with Fort Collins Rescue Mission for the use of the 117 North Mason Street property as a shelter.
- The building will be used as a secondary overflow site when the Rescue Mission's primary location (316 Jefferson Street) is over capacity.
- With the Rescue Mission's future 24/7 shelter facility with expanded capacity estimated to open in 2025, this should be the penultimate season of SOS before this program, as it exists, is no longer needed.

### **Operations**

- The parameters for use of the property will be nearly identical to last winter season, including:
  - The shelter being operated by Fort Collins Rescue Mission with staff present during all open hours (5:00pm – 7:00am)
  - Serving men experiencing homelessness overnight-only
  - Having additional support from a third-party security firm
  - Operating from November 2023 – April 2024
- However, this year, the Rescue Mission aims to expand into the conference room and have space for 70 men per night, as opposed to the 44 hosted last year. This is due to reductions in capacity at the Rescue Mission's main location, leading to a need for additional beds at the overflow site to avoid people being turned away due to space constraints.

### **Approval Process**

- While a homeless shelter is a permitted use under the current zoning for the property (Downtown – Civic), the City's Land Use Code (LUC) requires review by the Planning & Zoning Board and requires development standards that would also be applied to the property as part of the review process.
- The temporary nature of the proposed use of 117 North Mason Street for this season's overflow shelter, combined with the need to finalize operational plans for the SOS season, are the reasons staff is seeking approval to expedite the process of securing an overflow site.
- This item would waive LUC requirements so that additional shelter for people experiencing homelessness can be provided as close to the start of the SOS season, November 1, as possible. Building code requirements essential to protect life and safety for the guests staying in the shelter will *not* be waived.

### **Opening Date**

- The projected opening date is November 1.

## **CITY FINANCIAL IMPACTS**

---

The City will donate use of the building to Fort Collins Rescue Mission to operate a temporary overnight homeless shelter from November 2023 – April 2024, with a one-time upfront payment requested to cover the cost of carpet replacement.

The City will utilize its Seasonal Overflow Shelter budget (ARPA funds) to help cover costs related to shelter operations, inclement weather sheltering, and security services. This year's budget is not yet finalized, but the total costs last year were approximately \$280,000, with funds contributed from ARPA, homelessness program dollars (general fund), and United Way of Larimer County.

### **BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

None.

### **PUBLIC OUTREACH**

---

The following communications have occurred or will occur:

- Hybrid neighborhood meeting on August 30.
- Direct outreach to businesses in nearest proximity to this location, to be conducted by City staff and/or collaborative partners (September and October).
- Mid-season check in with businesses in nearest proximity, to be conducted by City staff and/or collaborative partners.
- Post-season informational letter to nearest businesses and neighbors to inform of shelter closure and seek feedback on the season.

### **ATTACHMENTS**

---

1. Ordinance for Consideration
2. Subrecipient Agreement - Fort Collins Rescue Mission 2022-2023

ORDINANCE NO. 129, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
SUSPENDING CERTAIN PROVISIONS OF THE CITY’S LAND USE CODE AND  
BUILDING CODE TO PERMIT TEMPORARY USE OF CITY PROPERTY AT  
117 NORTH MASON STREET AS A SEASONAL OVERFLOW HOMELESS SHELTER

WHEREAS, because of limited capacity of shelter space within the City there are many nights when local shelter providers do not have enough space to house all people experiencing homelessness who may be seeking shelter; and

WHEREAS, adequate shelter space becomes increasingly important as fall and winter weather sets in and individuals are at risk from cold, flu, COVID viruses, frostbite as well as death due to outdoor winter conditions; and

WHEREAS, the City historically contributes coordination and funding support to help reduce or eliminate instances of people being turned away from shelter and into inclement weather conditions due to limited capacity; and

WHEREAS, the City’s Land Use Code (“LUC”) provides a process for operation of seasonal overflow shelters from November through April, and for many years shelter operators, with financial support from the City, were able to operate a seasonal overflow shelter on privately-owned properties; and

WHEREAS, the 117 North Mason Street location (the “Property”) was used for an overflow shelter for men experiencing homelessness for the 2022-2023 winter season; and

WHEREAS, the overflow shelter at the Property was operated by the Fort Collins Rescue Mission from November 2022 through April 2023, and had the capacity to sleep up to 44 men; and

WHEREAS, both mid-season and post-season feedback was generally neutral to positive, with overall input from neighbors that the seasonal overflow shelter did not impact their day-to-day experience in this part of town; and

WHEREAS, for the upcoming 2023-2024 winter season, City staff and shelter providers have been exploring other options and recently determined it was best to continue to utilize the City-owned Property; and

WHEREAS, the City is intending to once again enter into a lease with the Fort Collins Rescue Mission for the use and operation of the Property as the seasonal overflow shelter for the 2023-2024 winter season; and

WHEREAS, the use and operation of the Property will be nearly identical to the 2022-2023 winter season, which was open from November 2022 through April 2023, between the hours of 5:00 pm to 7:00 am to serve men experiencing homelessness; and

WHEREAS, the Fort Collins Rescue Mission will continue to operate the seasonal overflow shelter and will continue to utilize a third-party security firm; and

WHEREAS, because of anticipated reductions of capacity of the year-round Fort Collins Rescue Mission shelter (located at 316 Jefferson Street), the Fort Collins Rescue Mission aims to expand the capacity from 44 to 70 men by utilizing the conference room space within the Property for the 2023-2024 season; and

WHEREAS, while a homeless shelter is a permitted use under the current zoning for the Property (Downtown Zone – Civic Subdistrict), the LUC requires review by the Planning and Zoning Commission to permit the use of the Property as a homeless shelter, as such a change in use of the building is considered “development” under LUC Division 5.1.2; and

WHEREAS, LUC Article 3 and LUC Article 4, Division 4.16 set forth development standards that would also be applied to the Property as part of such a review process; and

WHEREAS, this review process generally takes months to complete; and

WHEREAS, because the use and operation of the Property as a seasonal overflow shelter is temporary in nature, and in order to provide additional shelter for persons experiencing homelessness as quickly as possible, the City Council finds it is necessary for public health, safety and welfare, and in the best interests of the City and its residents, to suspend the application of certain requirements of the LUC with respect to the Property, so long as the City is using it as a shelter for persons experiencing homelessness.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That, with respect only to the Property and its use as a homeless shelter between November 1, 2023, and April 30, 2024, the City Council hereby suspends the requirements of:

- LUC Article 3 regarding general development standards;
- LUC Division 4.16 regarding development standards and the development review process for use of the property as a homeless shelter;
- LUC Division 2.2 regarding the common development review procedures for development applications; and
- LUC Division 2.4 and 2.5 requiring a project development plan (PDP) and final plan for a proposed homeless shelter on the Property.

Section 3. That the version of the LUC in effect upon the effective date of this Ordinance shall apply to the Property and its use as a homeless shelter between November 1, 2023, and April 30, 2024.



Introduced, considered favorably on first reading and ordered published this 19th day of September, 2023, and to be presented for final passage on the 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Item 15.







Social Sustainability  
222 Laporte Avenue  
PO Box 580  
Fort Collins, CO 80522  
970.221.6757

**MEMORANDUM**

**DATE:** November 30, 2022

**TO:** Kelly DiMartino, City Manager

**THRU:** Ted Hewitt, Assistant City Attorney   
Beth Yonce, Director, Social Sustainability Department 

**FROM:** Brittany Depew, Homelessness Specialist   
Amanda McGimpsey, Social Sustainability Recovery Specialist 

**CC:** Tyler Marr, Deputy City Manager  
Meaghan Overton, Senior Manager, Social Sustainability  
Josh Birks, Deputy Sustainability Director

**RE:** **Signatures requested – 1 Document – DocuSign:**  
**ARPA Homelessness Grant Funding Service Agreements: Seasonal Overflow Shelter (SOS)**

Via DocuSign, a Services Agreement between the City and 1 nonprofit community partner will be routed for signatures, supporting 1 projects/programs. This Service Agreement details the scope and terms for one grant funding award (ARPA), Seasonal Overflow Shelter (SOS), as determined through a review process approved by the City’s ARPA Recovery Team.

- \$146,000 will be committed for Seasonal Overflow Shelter (SOS) services through this funding agreement to open a winter homeless shelter at 117 N. Mason operated by the local nonprofit, Fort Collins Rescue Mission.
- 1 individual service agreement will be executed.
- The grant term runs November 1, 2022 through April 30, 2023. Drawdowns will occur in by the end of the term.

Signatures requested are:

1. Approval as to form by the Assistant City Attorney
2. CC to the Interim Deputy City Manager and Chief Sustainability Officer, then auto-forwarded to
3. City Manger for signature
4. Attestation by City Clerk

**The documents will be automatically returned to Brittany Depew, Social Sustainability (221-6595, bdepew@fcgov.com) through the DocuSign system.**

Item 15.

**SUBRECIPIENT SERVICE AGREEMENT**

AMERICAN RESCUE PLAN ACT (ARPA) – STATE AND LOCAL FISCAL RECOVERY FUNDS (SLFRF) - Subaward

**THIS SUBRECIPIENT SERVICE AGREEMENT** (“Agreement”), is entered into by and between the City of Fort Collins, Colorado, a municipal corporation (“City”) and Denver Rescue Mission dba Fort Collins Rescue Mission, a Colorado nonprofit (“Subrecipient”), by which the Subrecipient agrees to carry out specific activities using the City’s ARPA-SLFRF funding, and establishing certain other terms and conditions of operation, and shall be effective on the date last signed below.

## Federal Award Applicable to this Subrecipient Agreement

Federal Awarding Office	United States Department of the Treasury
Grant Program	Coronavirus State and Local Fiscal Recovery Funds
Assistance Listing Number	21.019
Federal Award ID Number	SLFRP0415
Federal Award Date	May 13, 2021
Federal Award End Date	December 31, 2024
Federal Statutory Authority	Title VI of the Social Security Act, Section 603

## Subaward Information

Subrecipient Name	Denver Rescue Mission dba Fort Collins Rescue Mission
Subrecipient’s UEI	ZM7NDB2YQLK9
Performance Start and End Dates	November 1, 2022 – April 30, 2023
Budget Period Start and End Dates	November 1, 2022 – April 30, 2023
Amount of Federal Funds Obligated by this action by the City to the Subrecipient	\$146,000
Total Amount of Federal Funds Obligated to the Subrecipient by the City including the current financial obligation	24/7 Shelter: \$144,000
Total Amount of the Federal Award committed to the Subrecipient by the City	\$290,000

**THE PARTIES agree as follows:****ARTICLE I. PROJECT****SECTION 1. SCOPE OF SERVICES**

(A) The City will provide Subrecipient up to **\$146,000** in SLFRF reimbursement funding (the “Funds”) to cover the reasonable costs of the Project described in attached Exhibit A, consisting of one (1) page and incorporated by this reference.

Item 15.

The City’s total funding obligation for the Project shall not exceed **\$146,000** unless agreed to in advance by the City, in writing. A project budget is attached as Exhibit B, consisting of one (1) page and incorporated by this reference. Exhibit B demonstrates the eligible and appropriate expenditures for the Funds. The Subrecipient, subject to the City’s written approval, may request from the City a revision or amendment to Exhibit B to accommodate emerging funding needs related to the Project.

**SECTION 2. TERM OF AGREEMENT**

The term of this Agreement is **November 1, 2022 through April 30, 2023**. Notwithstanding other provisions of this Agreement, this Agreement will remain in effect until the City determines that the Subrecipient has completed all applicable administrative actions and all Project work under this Agreement. No Funds may be reimbursed for expenditures incurred after April 30, 2023.

**SECTION 3. PROGRAM REPORTING**

The Subrecipient shall submit such reports as required by the City to meet its local obligations and its obligations to the federal government. The City will prescribe the report format, as well as the time and location for submission of such reports. Required reports include but are not limited to the following:

(A) Quarterly reports which shall include progress made to date, or justification for lack of progress, in providing the services specified in Article I, Section 1, Scope of Services, of this Agreement. Reports will include performance data, financial data as well as any required documentation of eligible populations as defined by the United States Treasury Department’s Final Rule governing SLFRF expenditures.

(B) End-of-term progress report on the measurable outcomes specified in Article I, Section 1, Scope of Services, of this Agreement.

(C) Close out reports including a final performance report and final financial report, upon termination or completion of the award.

Quarterly reports are due 15 calendar days after the end of the quarter. The final performance report will be due 30 calendar days after the Agreement term expires.

The Subrecipient will retain documentation that can corroborate reports and the City retains the right to request a spot file audit to verify that the documentation is occurring and accurately represents the reporting.

In addition, the Subrecipient will promptly notify the City at the address specified in Article IV, Section 3 of this Agreement of any change in Subrecipient’s personnel directly connected with the Project or administration of Funds subject to this Agreement.

**SECTION 4. SUBRECIPIENT REPRESENTATIONS**

(A) Subrecipient represents and warrants to City that it has the experience and ability to perform its obligations under this Agreement; that it will perform said obligations in a professional, competent and timely manner and with diligence and skill; that it has the power to enter into and

Item 15.

perform this Agreement; and that its performance of this Agreement shall not infringe upon or violate the rights of any third party, whether rights of copyright, trademark, privacy, publicity, libel, slander or any other rights of any nature whatsoever, or violate any federal, state and/or municipal laws. The City will not determine or exercise control as to general procedures or formats necessary for Subrecipient to meet this warranty.

(B) Subrecipient represents and warrants to City that the awarded Funds are necessary to accomplish the financial requirements of the Project. Subrecipient represents and warrants the expenditures of Funds will be made in accordance with applicable federal laws and rules, including the United States Department of the Treasury's final rule titled "Coronavirus State and Local Fiscal Recovery Funds", available here <https://www.govinfo.gov/content/pkg/FR-2022-01-27/pdf/2022-00292.pdf>, and only to eligible individuals and entities.

(C) Subrecipient represents and warrants to the City its registration in SAM.gov is current.

## ARTICLE II. FINANCIAL CONDITIONS

### SECTION 1. BUDGET AND COMPENSATION

(A) Reimbursement. The City shall reimburse the Subrecipient its allowable costs incurred to provide the Project services ("Project Costs") identified in this Agreement in a total amount not to exceed **\$146,000** to be paid solely from SLFRF funding received by the City from the United States Department of the Treasury (the "Funds") upon presentation of properly executed monthly reimbursement forms as provided or approved by the City. The Subrecipient may not request reimbursements under this Agreement until the Funds are needed for payment of eligible costs. The amount of each request must be limited to the amount needed. Allowable costs shall mean those necessary and proper costs identified in the Subrecipient's Project Budget (Exhibit B) and approved by the City unless any or all such costs are disallowed by the Funding Details Document (Exhibit F), or by the State of Colorado or the terms of the United States Treasury Department's Final Rule governing SLFRF expenditures. The funding period for eligible expenses is November 1, 2022 through April 30, 2023.

(B) Priority of Funds. The Subrecipient agrees to utilize the Funds to supplement rather than supplant funds otherwise available. To the extent available, the Subrecipient must disburse funds available from program income, rebates, refunds, contract settlements, audit recoveries, and interest earned on such funds before requesting additional payments of the Funds. Such payments or reimbursements shall constitute full and complete payment by the City under this Agreement.

(C) Withholding or Cancellation of Funds. The City reserves the right to withhold payments pending timely delivery of program reports or documents as may be required under this Agreement. The Subrecipient agrees that Funds determined by the City to be surplus upon completion of the Project will be subject to cancellation by the City. The City shall be relieved of any obligation for payments if Funds allocated to the City cease to be available for any cause other than misfeasance of the City itself.

(D) Allowable Costs. The City may choose to require reimbursement for costs disallowed by the United States government. Should such a request be made, the Subrecipient will be liable to the City for these funds.

Item 15.

(E) Indirect Cost Rate. In the event the Subrecipient intends to seek reimbursement for indirect costs, the Subrecipient herein certifies such indirect cost rate shall not exceed the de minimus rate of ten (10) percent.

(F) Compliance with Laws and Regulations. Subrecipient is responsible for complying with all applicable terms of the American Rescue Plan Act, as well as all other applicable state, federal, and local laws. Subrecipient verifies that it has familiarized itself with the nature and extent of this Agreement and with all local conditions and federal, state, and local laws, ordinances, rules, and regulations that in any manner may affect Subrecipient's performance under this Agreement. Subrecipient acknowledges that any payments or reimbursements made under this Agreement must comply with all applicable requirements of ARPA, Treasury's implementing regulations of ARPA, and 2 CFR Part 200 et seq. Further, Subrecipient verifies that it has reviewed and will comply with applicable provisions of the Compliance and Reporting Guidance issued by the United States Department of the Treasury (released on February 22, 2022), which is incorporated by this reference and available here: <https://home.treasury.gov/system/files/136/SLFRF-Compliance-and-Reporting-Guidance.pdf>.

(G) All budget revision and/or amendment requests will be reviewed and approved or denied by the City in its discretion.

(H) Time of Payment: Payment shall be made as soon as practicable upon receipt of requested documents sent electronically to [amcgimpsey@fcgov.com](mailto:amcgimpsey@fcgov.com) and [bdepew@fcgov.com](mailto:bdepew@fcgov.com).

(I) Where Payments Are Made: Payments shall be made by electronic deposit into Subrecipient's bank account, according to a process established by Subrecipient with the City.

## SECTION 2. DOCUMENTATION OF PROJECT COSTS AND OTHER FINANCIAL REPORTING

All Project Costs shall be supported by properly executed payrolls, time records, invoices, vouchers or other official documentation, as evidence of the nature and propriety of the charges. All accounting documents pertaining in whole or in part to this Agreement shall be clearly identified and readily accessible, and upon reasonable notice, the City shall have the right to audit the records of the Subrecipient as they relate to the Project Services. To receive partial or full reimbursement of the total Funds, the Subrecipient shall report progress towards the Measurable Outcomes detailed in Exhibit A that is reasonably proportional to the reimbursement amount requested, or reasonable justification for lack of progress.

The Subrecipient shall also:

(A) Maintain an effective system of internal fiscal control and accountability for all Funds and property acquired or improved with such Funds, and make sure the same are used solely for allowable costs.

(B) Keep a continuing record of all Project disbursements by date, check number, amount, vendor, description of items purchased and line item from which money was expended, as reflected in the Subrecipient's accounting records. The line item notations must be substantiated by a receipt, invoice marked "Paid," or payroll record.

Item 15.

(C) Maintain payroll, financial, and expense reimbursement records for a period of five (5) years after receipt of final payment under this Agreement.

(D) Permit inspection and audit of its records with respect to all matters authorized by this Agreement by representatives of the City or the United States Department of the Treasury at any time during normal business hours and as often as necessary.

(E) Inform the City concerning any Funds allocated to the Subrecipient that the Subrecipient anticipates will not be expended during the Agreement period, and permit reassignment of the same by the City to other subrecipients.

(F) Repay to the City any Funds in its possession at the time of termination of this Agreement that may be due to the City or United States government.

(G) By executing this Agreement, Subrecipient verifies and affirms that it has not been suspended or debarred from participating in or receiving federal government contracts, subcontracts, loans, grants or other assistance programs.

(H) In any fiscal year in which Subrecipient expends \$750,000 or more in federal awards during such fiscal year, including awards received as a subrecipient, Subrecipient must comply with the federal audit requirements contained in the Uniform Guidance, [45 CFR Part 75], including the preparation of an audit by an independent Certified Public Accountant in accordance with the Single Audit Act Amendments of 1996, 31 U.S.C. 7501-7507, and with Generally Accepted Accounting Principles. If Subrecipient expends less than \$750,000 in federal awards in any fiscal year, it is exempt from federal audit requirements, but its records must be available for review by City and appropriate officials. Subrecipient shall provide City with a copy of Subrecipient's most recent audited financial statements, federal Single Audit report, if applicable (including financial statements, schedule of expenditures of federal awards, schedule of findings and questioned costs, summary of prior audit findings, and corrective action plan, if applicable), and management letter within thirty (30) days after execution of this Agreement and thereafter within nine (9) months following the end of SUBRECIPIENT's most recently ended fiscal year.

**SECTION 3. REIMBURSEMENT**

In the event the City or United States Department of the Treasury determines any Funds were expended by the Subrecipient for unauthorized or ineligible purposes or the expenditures constitute disallowed costs in any other way, the City or United States Department of the Treasury may order repayment of the same. The Subrecipient shall remit the disallowed amount to the City within thirty (30) days of written notification of the disallowance.

Upon closeout of this Agreement, the Subrecipient must promptly refund to the City any balances of unobligated SLFRF Funds that are not authorized to be retained for use in other projects and any accounts receivable attributable to the use of SLFRF Funds.

**SECTION 4. INSURANCE**

Without limiting any of Subrecipient's obligations hereunder, Subrecipient shall provide and maintain insurance coverage naming the City as an additional insured under this Agreement of the type and with

Item 15.

the limits specified within Exhibit C, consisting of one (1) page, attached hereto, and incorporated herein by this reference. The Subrecipient before commencing services hereunder, shall deliver to the City's Purchasing Director, purchasing@fcgov.com or P. O. Box 580, Fort Collins, Colorado 80522, one copy of a certificate evidencing the insurance coverage required from an insurance company acceptable to the City.

#### SECTION 5. APPROPRIATION

To the extent this Agreement or any provision in it constitutes a multiple fiscal year debt or financial obligation of the City, it shall be subject to annual appropriation by City Council as required in Article V, Section 8(b) of the City Charter, City Code Section 8-186, and Article X, Section 20 of the Colorado Constitution. The City shall have no obligation to continue this Agreement in any fiscal year for which no such supporting appropriation has been made.

### ARTICLE III. COMPLIANCE WITH FEDERAL, STATE AND LOCAL LAWS

The Subrecipient, in performance of this Agreement, agrees to comply with all applicable Federal, State and local laws and ordinances, and the rules and regulations promulgated by the U.S. Department of the Treasury, including but not limited to Section 603(b) of the Social Security Act and all related federal regulations, and the following:

#### A. FEDERAL REQUIREMENTS

##### SECTION 1. UNIFORM ADMINISTRATIVE REQUIREMENTS

Subrecipient shall comply with all applicable provisions of 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, including 2 C.F.R. § 200.303 regarding internal controls, 2 C.F.R. §§ 200.330 through 200.332 regarding subrecipient monitoring and management, and subpart F regarding audit requirements for federal awards.

##### SECTION 2. FEDERAL STANDARDS FOR EMPLOYMENT PRACTICES

- (A) The Subrecipient shall comply with Executive Order 11246 as amended by Executive Order 12086 and the regulations issued pursuant thereto (41 CFR Chapter 60) and will not discriminate against any employee or applicant for employment because of race, color, creed, religion, ancestry, national origin, sex, disability or other handicap, age, marital status, or status with regard to public assistance. The Subrecipient will take affirmative action to ensure that all employment practices are free from such discrimination. Such employment practices include but are not limited to the following: hiring, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff, termination, rates of pay or other forms of compensation and selection for training, including apprenticeship.

The Subrecipient agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause. The Subrecipient will, in all solicitations or advertisements for employees placed by or on behalf of the Subrecipient, state that it is an Equal Opportunity or Affirmative Action Employer.



Item 15.

Where employees are engaged in activities not covered under the Occupational Safety and Health Act (OSHA) of 1970, they shall not be required or permitted to work, be trained or receive services in buildings or surroundings or under working conditions which are unsanitary, hazardous or dangerous to the participants' health or safety.

- (B) Subrecipient is a faith-based organization that sincerely believes that providing the programs or services funded is an expression of its religious beliefs, that employing individuals of a particular religious belief is important to its religious exercise, and that having to abandon its religious hiring practice to receive federal funding would substantially burden its religious exercise.
- (C) Subrecipient will not discriminate against beneficiaries (or prospective beneficiaries) of programs or services funded on the basis of religion, a religious belief, a refusal to hold a religious belief, or a refusal to attend or participate in a religious practice.
- (D) Subrecipient will keep any explicitly religious activities separate in time or location from any programs or services funded under the agreement.

### SECTION 3. DISCRIMINATION PROHIBITED

(A) The City strictly prohibits unlawful discrimination based on an individual's gender (regardless of gender identity or gender expression), race, color, religion, creed, national origin, ancestry, age 40 years or older, marital status, disability, sexual orientation, genetic information, or other characteristics protected by law. For the purpose of this policy "sexual orientation" means a person's actual or perceived orientation toward heterosexuality, homosexuality, and bisexuality. The City also strictly prohibits unlawful harassment in the workplace, including sexual harassment. Further, the City strictly prohibits unlawful retaliation against a person who engages in protected activity. Protected activity includes an employee complaining that he or she has been discriminated against in violation of the above policy or participating in an employment discrimination proceeding. The City requires its vendors to comply with the City's policy for equal employment opportunity and to prohibit unlawful discrimination, harassment and retaliation. This requirement applies to all third-party vendors and their subcontractors at every tier.

(B) The Subrecipient shall comply with Title VI of the Civil Rights Act of 1964, which prohibits recipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.), as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this contract (or agreement). Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S.C. § 2000d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, and herein incorporated by reference and made a part of this contract or agreement.

(C) Subrecipient agrees to comply with the requirements of the attached Exhibit D, consisting of three (3) pages and incorporated herein by this reference.

(D) If assignment and/or subcontracting has been authorized in writing, said assignment or subcontract shall include appropriate safeguards against discrimination in client services binding upon

Item 15.

each contractor or subcontractor. The Subrecipient shall take such action as may be required to ensure full compliance with the provisions of this section, including sanctions for noncompliance.

SECTION 4. ARCHITECTURAL BARRIERS ACT/AMERICANS WITH DISABILITIES ACT

The Subrecipient shall meet the requirements, where applicable, of the Architectural Barriers Act and the Americans with Disabilities Act.

SECTION 5. ANTI-LOBBYING

The Subrecipient certifies that:

(A) No Federal appropriated funds have been paid or will be paid, by or on behalf of it, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

(B) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

SECTION 6. PUBLICATIONS

Publications – Any publications produced under this Agreement must display the following language: "This project is being supported, in whole or in part, by federal award number SLFRP0415 awarded to the City of Fort Collins by the U.S. Department of the Treasury."

SECTION 7. ENCOURAGEMENTS

(A) Increasing Seat Belt Use in the United States – Pursuant to Executive Order 13043, 62 FR 19217 (Apr. 18, 1997), the City encourages the Subrecipient to adopt and enforce on-the-job seat belt policies and programs for their employees when operating company-owned, rented, or personally owned vehicles.

(B) Reducing Text Messaging While Driving – Pursuant to Executive Order 13513, 74 FR 51225 (Oct. 6, 2009), the City encourages the Subrecipient to adopt and enforce policies that ban text messaging while driving, and the City has established workplace safety policies to decrease accidents caused by distracted drivers.

B. STATE AND LOCAL REQUIREMENTS

SECTION 1. CONFLICT OF INTEREST

Item 15.

No member, officer, or employee of the Subrecipient, its designees or agents, no member of the governing body of the City of Fort Collins, and no other public official, employee, or Board or Commission member of the City of Fort Collins who exercises any function or responsibilities with respect to the City's SLFRF funding program, during his or her tenure or for one year thereafter, shall have any interest, direct or indirect, in this Agreement or any Subagreement hereto, or the proceeds thereof. Any potential conflict on the part of any of these parties shall be disclosed to representatives of the City's Social Sustainability Department or the City Attorney's Office.

#### ARTICLE IV: GENERAL CONDITIONS

##### SECTION 1. LICENSING AND PROGRAM STANDARDS

The Subrecipient agrees to comply with all applicable Federal, State, County or Municipal standards for licensing, certification and operation of facilities and programs, and accreditation and licensing of individuals, and any other standards or criteria as described in the Agreement to assure quality of services; and the Subrecipient agrees to obtain, at its own expense, all necessary licenses and permits. All references in this Agreement to federal, state or local laws, regulations or policies shall be deemed to refer to such laws, regulations or policies as are in effect as of the date of this Agreement or as may hereafter be amended.

In the event of an investigation pertaining to, or a suspension of any license or permit related to the services for which the City is providing funding under this Agreement, the City may terminate this Agreement and withhold all further payment of the Funds, and may require the Subrecipient to remit to the City all (or a portion of) the Funds theretofore received under this Agreement.

##### SECTION 2. INDEMNITY

The Subrecipient agrees to defend, indemnify and save harmless the City, its appointed and elected officers and employees from and against any and all liability, loss, costs, damage and expense, including costs and attorney fees in defense thereof because of actions, claims or lawsuits for damages resulting from personal or bodily injury, including death at any time resulting from there, sustained or alleged to have been sustained by any person or persons and on account of damage to property, arising or alleged to have arisen directly or indirectly out of or in consequence of or the performance of this Agreement, whether such injuries to persons or damage to property is due to the negligence or reckless or willful misconduct of Subrecipient, its subcontractors, agents, successor, assigns. This provision shall be inapplicable to the extent the City is judicially found solely negligent for such damage or injury.

##### SECTION 3. NOTICES

Any notices required to be given by the City to the Subrecipient or by the Subrecipient to the City shall be in writing and delivered to the following parties by hand, by U.S. Mail, or by overnight commercial courier at the following addresses:

City:  
Social Sustainability Department, Attn: Amanda McGimpsey  
City of Fort Collins

Item 15.

PO Box 580 (222 Laporte Ave, 80521)  
Fort Collins CO 80522-0580

Subrecipient:  
Fort Collins Rescue Mission  
316 Jefferson Street  
Fort Collins, CO 80524

Notices shall be deemed received upon delivery if delivered by hand, the next business day if sent by commercial courier, or on the third business day after mailing if sent by U.S. Mail.

SECTION 4. ASSIGNMENT AND SUBCONTRACTING

The Subrecipient shall not assign or subcontract any portion of the services provided within the terms of this Agreement without obtaining prior written approval from the City. All terms and conditions of this Agreement shall apply to any approved subcontract or assignment related to the Agreement.

SECTION 5. RESERVATION OF RIGHTS

Failure to insist upon strict compliance with any terms, covenants or conditions of this Agreement shall not be deemed a waiver of such, nor shall any waiver or relinquishment of such right or power at any time be taken to be a waiver of any other breach.

SECTION 6. AMENDMENTS TO AGREEMENT

This Agreement cannot be amended or modified except in writing, signed by both parties.

SECTION 7. FAILURE TO PERFORM

If Subrecipient fails to comply with any terms or conditions of this Agreement or to provide in any manner the activities or other performance as agreed to herein, the City reserves the right to temporarily withhold all or any part of payment pending correction of the deficiency, suspend all or part of the Agreement, or prohibit the Subrecipient from incurring additional obligations of Funds until the City is satisfied that corrective action has been taken or completed. The option to withhold the Funds is in addition to, and not in lieu of, the City's right to terminate as provided in Article IV Section 8 below. The City may also consider performance under this Agreement when considering future awards.

SECTION 8. TERMINATION

(A) Termination for Cause - If the Subrecipient fails to comply with the terms and conditions of this Agreement and any of the following conditions exist:

- (1) The lack of compliance with the provisions of this Agreement is of such scope and nature that the City deems continuation of this Agreement to be substantially non-beneficial to the public interest;
- (2) The Subrecipient has failed to take satisfactory corrective action as directed by the City or its authorized representative within the time specified by same; or

Item 15.

(3) The Subrecipient has failed within the time specified by the City or its authorized representative to satisfactorily substantiate its compliance with the terms and conditions of this Agreement;

then, following notice to the Subrecipient and a reasonable opportunity to cure, the City may pursue such remedies as are available in accordance with 2 CFR 200.339 including, but not limited to, the termination of this Agreement in whole or in part, and thereupon shall notify in writing the Subrecipient of the termination, the reasons therefore, and the effective date. The effective date shall not be prior to notification of the termination by the City to the Subrecipient. Costs resulting from obligations incurred by the Subrecipient after termination of the Agreement are not allowable and will not be reimbursed by the City unless specifically authorized in writing by the City.

(B) Termination for Convenience. The award may be terminated for convenience, in whole or in part, as follows:

(1) By the City with the consent of the Subrecipient. The two parties shall agree upon the termination conditions, including the effective date and in the case of partial termination, the portion to be terminated, or

(2) By the Subrecipient upon submitting written notification to the City. The written notification must set forth the reasons for the termination, the effective date, and in the case of partial termination, the portion to be terminated. However, in the case of a proposed partial termination, the City may terminate the award in its entirety if the City determines that the remaining portion will not accomplish the purpose for which the award was made.

(C) Termination for Withdrawal, Reduction or Limitation of Funding. In the event that SLFRF funding is not received from the United States government, or is withdrawn, reduced or limited in any way after the effective date of this Agreement and prior to its normal completion, the City may summarily terminate this Agreement as to the Funds not received, reduced or limited, notwithstanding any other termination provision of this Agreement. If the level of funding is reduced to such an extent that the City of Fort Collins deems that the continuation of the Project is no longer in the best interest of the public, the City may summarily terminate this Agreement in whole notwithstanding any other termination provisions of this Agreement. Termination under this Section shall be effective upon receipt of written notice by the Subrecipient or its representative.

(D) Continuing Obligations. When an award is terminated the Subrecipient remains responsible for compliance with the closeout and post-closeout obligations described in this Agreement.

## SECTION 9. CLOSE-OUT

Upon termination of this Agreement, in whole or in part for any reason including completion of the Project, the following provisions shall apply:

(A) Upon written request by the Subrecipient, the City shall make or arrange for payment to the Subrecipient of allowable reimbursable costs not covered by previous payments;

Item 15.

(B) The Subrecipient shall submit to the City within thirty (30) days after the date of expiration of this Agreement, all financial, performance and other reports required by this Agreement, and in addition, will cooperate in a program audit by the City or its designee;

(C) The City's closeout of Funds will not occur unless and until all applicable legal requirements and all outstanding issues with the Subrecipient and/or any sub-subrecipients or subcontractors have been resolved to the satisfaction of the City.

SECTION 10. VENUE AND CHOICE OF LAW

If either party to this Agreement initiates any legal or equitable action to enforce the terms of this Agreement, to declare the rights of the parties under this Agreement, or which relates to this Agreement in any manner, the City and the Subrecipient agree that the proper venue for such action is the Larimer County, Colorado, District Court. It is mutually understood and agreed that this Agreement shall be governed by the laws of the State of Colorado, both as to interpretation and performance.

SECTION 11. SEVERABILITY CLAUSE

If any part, term, or provision of this Agreement is held by the courts to be illegal or in conflict with any law of the state where made, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular part, term, or provision held to be invalid.

SECTION 12. INTEGRATED DOCUMENT

This Agreement with any attachments incorporated by reference, constitutes the entire agreement between the parties and both parties acknowledge that there are no other agreements, written or oral, that have not been fully set forth in the text of this Agreement.

SECTION 13. AUTHORITY TO SIGN

The persons executing this Agreement on behalf of the Subrecipient represent that one or both of them has the authority to execute this Agreement and to bind the Subrecipient to its terms.

SECTION 14. NO EMPLOYEE RELATIONSHIP

The services to be performed by Subrecipient are those of an independent service provider and not of an employee of the City of Fort Collins.

SECTION 15. SUBRECIPIENT CERTIFICATION

By signing below, the Subrecipient certifies that it understands the requirements of, will comply with, and, during the term of this Agreement will remain in compliance with, Title VI of the Civil Rights Act of 1964 (42 USC 2000d) and its implementing regulations. All representations made by the Subrecipient to the City either in this Agreement or for the purpose of inducing the City to execute this Agreement are hereby certified to be true and correct.

Item 15.

Signature Page Follows

Item 15.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date of the most recent signatory.

THE CITY OF FORT COLLINS, COLORADO  
A Municipal Corporation

Date: 12/5/2022

DocuSigned by:  
Kelly DiMartino  
0B86D5871D89400...  
Kelly DiMartino, City Manager

ATTEST: DocuSigned by:  
Anissa Hollingshead  
38AAA4B7FAA34E5...  
City Clerk

Anissa Hollingshead  
(Printed Name)

APPROVED AS TO FORM:

DocuSigned by:  
Ted Hewitt  
0071938290D24D5...  
Assistant City Attorney

Ted Hewitt  
(Printed Name)

**SUBRECIPIENT:**  
**DENVER RESCUE MISSION DBA FORT COLLINS RESCUE MISSION**

Date: 11/29/2022

DocuSigned by:  
Seth Forwood  
AD28F74D48D441B...  
Senior Director

ATTEST: DocuSigned by:  
Josh Gappelt  
FF6D577BA814488...  
Vice President of Programs

Federal I.D. #: 84-6038762



Item 15.

## EXHIBIT A SCOPE OF SERVICES

### SECTION 1. SCOPE OF SERVICES

The City will provide Subrecipient an estimated \$146,000 from SLFRF funding (the “Grant”) to cover the reasonable costs of the following (the “Project”):

- Seasonal Overflow Shelter (SOS) services at 117 North Mason Street shelter location. Services should begin prior to December 1, 2022, run through at least April 20, 2023 and conclude on or before April 30, 2023.

all for providing expanded shelter bed capacity during winter months to men experiencing homelessness in Fort Collins. The Project is outlined in more detail in the supplemental documents [Exhibit E].

The City expects the Subrecipient to make measurable progress towards the following programmatic measurable outcomes:

- 350 of unduplicated individuals served at 117 N Mason location during the funding period
- 5,700 of bed nights at 117 N Mason location during the funding period (aka # of duplicated clients)

The City will reimburse eligible Project expenses that occur from November 1, 2022 through April 30, 2023 using SLFRF Funds. The City’s total Grant funding obligation for the Project shall not exceed \$146,000 Dollars unless agreed to in advance by the City, in writing.

Subrecipient will use the Grant to assist with salary and benefits as outlined in the Project Budget [Exhibit B].

Item 15.

**EXHIBIT B  
PROJECT BUDGET**

Activity Name	Description	Estimated Amount
Salary and Benefits (Shelter Staff)	Three, full-time (5/8 hr days) shelter staff positions for swing shift (2:00 to 10:30pm) provides two people each evening. This may also include flexing staff from regular FCRM shelter to 117 N Mason location.	\$95,650
Salary and Benefits (Operational Staff)	Operational Staffing: Take over meals/ clean facility and process Laundry. This would result in two positions that would work 8 hours a day. FCRM ESC staffing would provide support for the other 2 days. Temporary part time Chef 1 to cover increase In meals for auxiliary shelter (30 hours a week). This may also include flexing staff from regular FCRM shelter to 117 N Mason location.	\$50,350
	<b>Total Amount</b>	<b>\$146,000</b>

Item 15.

## EXHIBIT C INSURANCE

The Subrecipient will provide, from insurance companies acceptable to the City, the insurance coverage designated hereinafter and pay all costs. Before commencing work under this bid, the Subrecipient shall furnish the City with certificates of insurance showing the type, amount, class of operations covered, effective dates and date of expiration of policies.

In case of the breach of any provision of the Insurance Requirements, the City, at its option, may take out and maintain, at the expense of the Subrecipient, such insurance as the City may deem proper and may deduct the cost of such insurance from any monies which may be due or become due the Subrecipient under this Agreement.

Insurance certificates should show the certificate holder as follows:

City of Fort Collins  
Purchasing Division  
PO Box 580  
Fort Collins, CO 80522

The City, its officers, agents and employees shall be named as additional insureds on the Subrecipient's general liability and automobile liability insurance policies **by marking the appropriate box or adding a statement to this effect on the certificate**, for any claims arising out of work performed under this Agreement.

Insurance coverages shall be as follows:

- A. Workers' Compensation & Employer's Liability. The Subrecipient shall maintain during the life of this Agreement for all of the Subrecipient's employees engaged in work performed under this agreement. Workers' Compensation & Employer's Liability insurance shall conform with statutory limits of \$100,000 per accident, \$500,000 disease aggregate, and \$100,000 disease each employee, or as required by Colorado law.
- B. General Liability. The Subrecipient shall maintain during the life of this Agreement such General Liability as will provide coverage for damage claims of personal injury, including accidental death, as well as for claims for property damage, which may arise directly or indirectly from the performance of work under this Agreement. Coverage for property damage shall be on a "broad form" basis. The amount of insurance for General Liability, shall not be less than \$1,000,000 combined single limits for bodily injury and property damage.
- C. Automobile Liability. The Subrecipient shall maintain during the life of this Agreement such Automobile Liability insurance as will provide coverage for damage claims of personal injury, including accidental death, as well as for claims for property damage, which may arise directly or indirectly from the performance of work under this Agreement. Coverage for property damage shall be on a "broad form" basis. The amount of insurance for Automobile Liability, shall not be less than \$1,000,000 combined single limits for bodily injury and property damage.

In the event any work is performed by a subcontractor, the Subrecipient shall be responsible for any liability directly or indirectly arising out of the work performed under this Agreement by a subcontractor, which liability is not covered by the subcontractor's insurance.

**EXHIBIT D****ASSURANCES OF COMPLIANCE WITH  
CIVIL RIGHTS REQUIREMENTS****ASSURANCES OF COMPLIANCE WITH TITLE  
VI OF THE CIVIL RIGHTS ACT OF 1964**

As a condition of receipt of federal financial assistance from the Department of the Treasury, the Subrecipient provides the assurances stated herein. The federal financial assistance may include federal grants, loans and Agreements to provide assistance to the Subrecipient's beneficiaries, the use or rent of Federal land or property at below market value, Federal training, a loan of Federal personnel, subsidies, and other arrangements with the intention of providing assistance. Federal financial assistance does not encompass Agreements of guarantee or insurance, regulated programs, licenses, procurement Agreements by the Federal government at market value, or programs that provide direct benefits.

The assurances apply to all federal financial assistance from or funds made available through the Department of the Treasury, including any assistance that the Subrecipient may request in the future.

The Civil Rights Restoration Act of 1987 provides that the provisions of the assurances apply to all of the operations of the Subrecipient's program(s) and activity(ies), so long as any portion of the Subrecipient's program(s) or activity(ies) is federally assisted in the manner prescribed above.

1. Subrecipient ensures its current and future compliance with Title VI of the Civil Rights Act of 1964, as amended, which prohibits exclusion from participation, denial of the benefits of, or subjection to discrimination under programs and activities receiving federal financial assistance, of any person in the United States on the ground of race, color, or national origin (42 U.S.C. § 2000d *et seq.*), as implemented by the Department of the Treasury Title VI regulations at 31 CFR Part 22 and other pertinent executive orders such as Executive Order 13166, directives, circulars, policies, memoranda, and/or guidance documents.
2. Subrecipient acknowledges that Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," seeks to improve access to federally assisted programs and activities for individuals who, because of national origin, have Limited English proficiency (LEP). Subrecipient understands that denying a person access to its programs, services, and activities because of LEP is a form of national origin discrimination prohibited under Title VI of the Civil Rights Act of 1964 and the Department of the Treasury's implementing regulations. Accordingly, Subrecipient shall initiate reasonable steps, or comply with the Department of the Treasury's directives, to ensure that LEP persons have meaningful access to its programs, services, and activities. Subrecipient understands and agrees that meaningful access may entail providing language assistance services, including oral interpretation and written translation where necessary, to ensure effective communication in the Subrecipient's programs, services, and activities.

Item 15.

3. Subrecipient agrees to consider the need for language services for LEP persons when Subrecipient develops applicable budgets and conducts programs, services, and activities. As a resource, the Department of the Treasury has published its LEP guidance at 70 FR 6067. For more information on taking reasonable steps to provide meaningful access for LEP persons, please visit <http://www.lep.gov>.
4. Subrecipient acknowledges and agrees that compliance with the assurances constitutes a condition of continued receipt of federal financial assistance and is binding upon Subrecipient and Subrecipient's successors, transferees, and assignees for the period in which such assistance is provided.
5. Subrecipient acknowledges and agrees that it must require any sub-grantees, contractors, subcontractors, successors, transferees, and assignees to comply with assurances 1-4 above, and agrees to incorporate the following language in every Agreement or agreement subject to Title VI and its regulations between the Subrecipient and the Subrecipient's sub-grantees, Contractors, Subcontractors, successors, transferees, and assignees:

*The sub-grantee, Contractor, Subcontractor, successor, transferee, and assignee shall comply with Title VI of the Civil Rights Act of 1964, which prohibits Subrecipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.), as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this Agreement (or agreement). Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S.C. § 2000d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, and herein incorporated by reference and made a part of this Agreement or agreement.*

6. Subrecipient understands and agrees that if any real property or structure is provided or improved with the aid of federal financial assistance by the Department of the Treasury, this assurance obligates the Subrecipient, or in the case of a subsequent transfer, the transferee, for the period during which the real property or structure is used for a purpose for which the federal financial assistance is extended or for another purpose involving the provision of similar services or benefits. If any personal property is provided, this assurance obligates the Subrecipient for the period during which it retains ownership or possession of the property.
7. Subrecipient shall cooperate in any enforcement or compliance review activities by the Department of the Treasury of the aforementioned obligations. Enforcement may include investigation, arbitration, mediation, litigation, and monitoring of any settlement agreements that may result from these actions. The Subrecipient shall comply with information requests, on-site compliance reviews and reporting requirements.
8. Subrecipient shall maintain a complaint log and inform the Department of the Treasury of any complaints of discrimination on the grounds of race, color, or national origin, and limited English proficiency covered by Title VI of the Civil Rights Act of 1964 and implementing regulations and provide, upon request, a list of all such reviews or proceedings based on the complaint, pending or completed, including outcome. Subrecipient also must inform the

Item 15.

Department of the Treasury if Subrecipient has received no complaints under Title VI.

9. Subrecipient must provide documentation of an administrative agency's or court's findings of non-compliance of Title VI and efforts to address the non-compliance, including any voluntary compliance or other agreements between the Subrecipient and the administrative agency that made the finding. If the Subrecipient settles a case or matter alleging such discrimination, the Subrecipient must provide documentation of the settlement. If Subrecipient has not been the subject of any court or administrative agency finding of discrimination, please so state.
10. If the Subrecipient makes sub-awards to other agencies or other entities, the Subrecipient is responsible for ensuring that sub-Subrecipients also comply with Title VI and other applicable authorities covered in this document. State agencies that make sub-awards must have in place standard grant assurances and review procedures to demonstrate that they are effectively monitoring the civil rights compliance of sub-Subrecipients.

The United States of America has the right to seek judicial enforcement of the terms of this assurances document and nothing in this document alters or limits the federal enforcement measures that the United States may take in order to address violations of this document or applicable federal law.

**EXHIBIT E**  
**SUPPLEMENTAL DOCUMENT**



Revised 8/18/2022

## Supplemental Documents:

### Seasonal Overflow Shelters

Please complete the following form and return to [amcgimpsey@fcgov.com](mailto:amcgimpsey@fcgov.com)

**Organization Name:** Denver Rescue Mission dba Fort Collins Rescue Mission

**Main Contact Information for Contracting (Name and email):** Seth Forwood,  
sforwood@denrescue.org

**Organization Address:** 316 Jefferson St. Fort Collins, CO, 80524

**1. UEI Number:** ZM7NDB2YQLK9

For more information on how to find your UEI number, visit: <https://sam.gov/content/duns-uei>

**2. Is your organization registered on SAM.gov as Active?** Yes

#### Scope of Work

**3. Briefly describe the services you will provide utilizing these requested funds.**

We will provide overflow overnight sheltering including breakfast and dinner service for up to 44 more guests in the months of November through April. |

**4. Your organization will be asked to report on the following items. Please provide estimated goals for each item. These should be achievable within the funding period.**

Description	Estimated total
# of unduplicated individuals served at 117 location during the funding period	350
# of bed nights at 117 location during the funding period (aka # of duplicated clients)	5,700

**5. When applicable, your organization will also be asked to report on basic client demographic information such age and race. Does your organization already collect this type of information? Does your organization have any restrictions on releasing this type of information?**

We do collect this information, but we do not have the current ability to split out demographics by location. I believe we could release this information across both facilities currently in an unidentified manner with enough lead time. We are working on being able to split out data for each location.

#### Funding Information

**6. Provide a brief budget breakdown with major line items. For each category include a description and the total anticipated expense.**

Budget Category	Description	Estimated Expense
Shelter Staff	Three, full-time (5/8 hr days) shelter staff positions for swing shift (2:00 to 10:30pm) provides two people each evening.  Two, full-time (4/10 hr days) shelter staff positions for overnight shift (10:00pm to 8:30am) provides one person each night.	\$95,650

American Rescue Plan Act: Supplemental Documents

Item 15.

Revised 8/18/2022

Operational Staff	Operational Staffing: Take over meals/ clean facility and process Laundry. This would result in two positions that would work 8 hours a day. FCRM ESC staffing would provide support for the other 2 days. Temporary part time Chef 1 to cover increase In meals for auxiliary shelter (30 hours a week)	\$50,350
<b>Total Requested</b>		<b>\$146,000</b>

**Additional Information**

Please complete the online Grant Recipient Qualification Survey from our finance team.

American Rescue Plan Act: Supplemental Documents



## EXHIBIT F FUNDING GUIDE

Revised 1/3/2022



# American Rescue Plan Act (ARPA): Seasonal Overflow Shelters (SOS) – Funding Details

---

## About the Funding

The City of Fort Collins has received federal funding through the American Rescue Plan Act (ARPA) to address recovery efforts related to the COVID-19 public health emergency.

The City will award a portion of these funds to expand homeless shelter bed capacity at local shelters during winter months to prevent temperature-related life-threatening situations. Continue and/or expand 24/7 emergency shelter services available through existing contracts with local nonprofits. The Seasonal Overflow Shelter (SOS) services will serve persons experiencing homelessness in Fort Collins.

## Funding Period

**The funding period is November 1, 2022 – April 30, 2023.**

- Funding may support prior eligible expenses already incurred during the funding period, as well as upcoming expenses that are anticipated during the funding period.
- A Subrecipient Service Agreement must be executed before funding is made available for reimbursement.
- Funds are delivered via reimbursement of eligible expenses within 30-days of financial invoices being submitted.

## Eligible Expenses & Activities

Funding awards may only be used to cover costs that:

- Are necessary expenditures incurred to provide SOS shelter services to persons experiencing homelessness in response to and in recovery from the COVID-19 public health emergency.
- Were incurred during the period that begins on November 1, 2022 and ends on April 30, 2023.
- Were not already offset or recovered by any other designated funding sources.

American Rescue Plan Act: 2022 Funding Details for SOS | Page 1 of 4

### Examples of Eligible Programming Activities:

- Activities related to offering SOS services that may include:
  - Expanded bed capacity during evening hours at an existing or new shelter location during winter months
  - Related services such as meals and case management as applicable

### Examples of Eligible Expenses (not limited to):

- Necessary increases in staff capacity and other relevant operational needs
- Increase in expenses related to utilities, cleaning, maintenance, and other day-to-day requirements to meet the needs of SOS

## Eligible Populations

- Funded programs must serve Fort Collins residents and program activity must occur in Fort Collins.
- Program participants must be a person experiencing homelessness in Fort Collins.

### Exclusions

The City is unable to contribute funding towards:

- Revenue replacement, including the replacement of uncollected fee-for-service revenues or cancelled fundraising events or activities
- Damages covered by insurance
- Payroll or benefits expense for employees whose work duties are not substantially dedicated to the eligible activities supported with this funding
- Hazard pay
- Staff positions that are fundraising or administrative in nature
- Other operating expenses not related to recovery from the COVID-19 pandemic
- Costs that are eligible for reimbursement from other federal or state sources
- Any other excluded expenses outlined in the SLFRF Final Rule from the U.S. Department of the Treasury. You can view this document here:  
<https://home.treasury.gov/system/files/136/SLFRF-Final-Rule-Overview.pdf>

### Documentation of Eligible Populations

The federal government has released specific requirements for documenting eligible populations as "impacted" or "disproportionately impacted." The City will require subrecipients to meet federal documentation standards.

The City finds that it is reasonable to assume that if an individual is utilizing an SOS service, they meet the requirements to be defined as an "impacted" population. Therefore, to meet documentation requirements, Subrecipients will only need to submit a letter verifying that they provide SOS shelter services to their clients experiencing homelessness.

You can read the full guidance provided by the federal government here (page 16-20):  
<https://home.treasury.gov/system/files/136/SLFRF-Final-Rule-Overview.pdf>

## Subrecipient Material Requirements

Before contracting, all Subrecipients are required to provide the following information.

### Financial Risk Questionnaire

A supplemental Financial Risk Questionnaire is required to be completed in order to be considered for this award. The Questionnaire will help confirm that the organization has the accounting practices needed to track federal funding and will provide opportunities for the City to address any concerns before contracting begins.

Applicants must provide satisfactory answers in order to accept a funding award. City staff will review the Questionnaire answers and will give an opportunity to the applicant to address any concerns. The City retains the right to revoke the award decision if the applicant cannot provide a satisfactory answer.

Please contact Amanda McGimpsey ([amcgimpsey@fcgov.com](mailto:amcgimpsey@fcgov.com), 970.416.4399) if you have questions.

### Unique Entity ID (UEI) Number

To apply, all applicants must have a Unique Entity ID (UEI) number. As of April 4<sup>th</sup>, 2022, the federal government has transitioned from using a DUNS number to a UEI number when applying for federal funding.

- **If your organization already has an account at SAM.gov**, your organization has already been assigned a UEI number and you can locate it in your SAM.gov account.
- **If your organization does not have a SAM.gov account**, please create an account on SAM.gov and once registered your organization will be issued a UEI number.

For more information on how to find your UEI number, visit: <https://sam.gov/content/duns-uei>

## Monitoring Requirements

The federal government has advised all jurisdictions that a federal audit of ARPA funding will occur periodically. To prepare, the City is requiring that all ARPA funding recipients provide quarterly reporting on related finances and pre-determined measurable outcomes. In addition, ARPA recipients will need to retain documentation that can corroborate the reporting and the City may request a spot file audit to verify that the documentation is occurring and accurately represents the reporting.

In addition, an annual report at the conclusion of the funding period will be required. This report will include similar information from the quarterly reports but may request additional information such as qualitative data like testimonials.

### Demographic Information Collection:

The federal government has requested that jurisdictions provide, to the extent possible, data disaggregated by race, ethnicity, gender, income, and other relevant factors. Therefore, in

Item 15.

Revised 1/3/2022

order to be compliant with this federal request, the City will also request that Subrecipients provide this data to the extent possible.

To view full guidance, visit the SLFRF Compliance and Reporting Guidance here: <https://home.treasury.gov/system/files/136/SLFRF-Compliance-and-Reporting-Guidance.pdf>

## Additional Details

- Funding is provided as reimbursement for expenditures.
- Reimbursement requests will be submitted as an 'invoice' to designated City staff email address.
- Invoices must include documentation sufficient to demonstrate that the amount of the reimbursement payment has been used in accordance with the funding agreement.
  - Receipts, Timesheets, Paystubs, etc.
- Recipient organization is subject to records monitoring related to the program or project receiving assistance, including verification of Fort Collins residency of clients benefiting from the funding.
- Programmatic reports will be required quarterly and at the end of the funding term.
- Additional terms and conditions set forth in a Subrecipient Service Agreement signed by both the grantee and the City. (Examples available for review upon request)

## Questions?

The following City staff are available to answers any questions:

<b>Amanda McGimpsey:</b>	<b>970.416.4399</b>	<b><a href="mailto:amcgimpsey@fcgov.com">amcgimpsey@fcgov.com</a></b>
<b>Brittany Depew:</b>	<b>970.221.6595</b>	<b><a href="mailto:bdepew@fcgov.com">bdepew@fcgov.com</a></b>

---

The City of Fort Collins will make reasonable accommodations for access to City services, programs and activities and will make special communication arrangements for persons with disabilities. All venues for participation in this process are fully accessible. Please call 970.416.4254 for assistance. Auxiliary aids and service aids are available for persons with disabilities. V/TDD: Dial 711 for Relay Colorado to call 970.221.6757. All materials or translators are available in Spanish or other languages on request. Please call 970.416.4254 or email [tidesix@fcgov.com](mailto:tidesix@fcgov.com).

# AGENDA ITEM SUMMARY

City Council



---

## STAFF

Jonathan Piefer, Senior Real Estate Specialist  
Sophie Buckingham, Civil Engineer  
Ryan Malarky, Legal

---

## SUBJECT

**First Reading of Ordinance No. 130, 2023, Approving the Vacation of an Emergency Access Easement Located on Lot 1 of the Elizabeth Subdivision.**

---

## EXECUTIVE SUMMARY

The purpose of this item is to approve an Ordinance that would vacate a twenty-foot emergency access easement (the "Easement") that was dedicated on the Plat of the Elizabeth Subdivision (the "Subdivision") across Lot 1, Block 1 (811 East Elizabeth Street) for the benefit of Lot 2, Block 1 (813 East Elizabeth Street) because the Easement is no longer required by Poudre Fire Authority.

---

## STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on First Reading.

---

## BACKGROUND / DISCUSSION

The lands comprising the Subdivision were originally owned and subdivided by Elizabeth Street Holdings, LLC, Kevin R. Krause, Adrian K. Krause, and Barry Schram in the Plat dated May 14, 2018 (the "Plat"). The Plat created two separate lots, which were subsequently conveyed to Kevin R. Krause (the "Owner"), who remains the current owner of Lots 1 and 2 of the Subdivision. The Easement was dedicated to the City by the Plat pursuant to Section 3.6.6 of the Land Use Code, which requires an emergency access easement for compliance with the International Fire Code as adopted and amended by Chapter 9 of the City Code.

On or about February 28, 2020, the Owner completed the construction of his residence on Lot 2 of the Subdivision, which included the installation of a 13D fire sprinkler system in the residence. With the installation of this system, Poudre Fire Authority has verified that the Easement is no longer necessary because the installation of the system alleviates Lot 2 from the emergency access requirements of Section 3.6.6 of the Land Use Code. The Owner has requested the vacation of the Easement so that Lot 1 may be redeveloped without the burden of the Easement.

Easements of this kind may be vacated by the Planning and Zoning Commission or the Director of Community Development and Neighborhood Services when the property is in the development review process. Because the subject property here is not in that process, the vacation of the Easement requires City Council approval.

**CITY FINANCIAL IMPACTS**

---

None.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

The Fire Safety Inspector for Poudre Fire Authority has approved the vacation of the Easement.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

- 1. Ordinance for Consideration
- 2. Exhibit A to Ordinance
- 3. Vicinity Map

ORDINANCE NO. 130, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
APPROVING THE VACATION OF AN EMERGENCY ACCESS EASEMENT LOCATED  
ON LOT 1 OF THE ELIZABETH SUBDIVISION

WHEREAS, Elizabeth Street Holdings, LLC, Kevin R. Krause, Adrian K. Krause, and Barry Schram subdivided lands owned by them by the Elizabeth Subdivision plat, recorded with the Larimer County Clerk and Recorder on May 16, 2018, at Reception No. 20180028923; and

WHEREAS, the subdivision created a Lot 1 with an address of 811 East Elizabeth Street and a Lot 2 with an address of 813 East Elizabeth Street; and

WHEREAS, the subdivision created an emergency access easement (the "Easement") across Lot 1 to benefit Lot 2 as required by the Land Use Code ("LUC") and the International Fire Code, as adopted and amended by Chapter 9 of the City Code, ("IFC") with said Easement dedicated to the City; and

WHEREAS, the Easement is described on Exhibit "A", attached and incorporated herein by this reference; and

WHEREAS, both Lot 1 and Lot 2 were subsequently conveyed to Kevin R. Krause, who remains the current owner; and

WHEREAS, Mr. Krause constructed a residence on Lot 2, which included the installation of a fire sprinkler system in the residence; and

WHEREAS, because of the fire sprinkler system, the LUC and the IFC no longer require the Easement across Lot 1 to benefit Lot 2, and Mr. Krause has requested the City vacate the Easement so that Lot 1 may be redeveloped without the burden of the Easement; and

WHEREAS, City staff and Poudre Fire Authority staff are recommending the City Council vacate the Easement because it is no longer necessary or required by the LUC and the IFC.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes any and all determinations and findings contained in the recitals set forth above.

Section 2. That the City Council hereby finds and determines that the emergency access easement, more particularly described on Exhibit "A" is no longer needed or required for emergency access across Lot 1 to Lot 2 and that it is in the public interest to vacate the same.

Section 3. That the specified emergency access easement is hereby vacated, abated, and abolished, providing that:

- A. This vacation shall not take effect until this Ordinance is recorded with the Larimer County Clerk and Recorder by the property owner or his agent.
- B. If this Ordinance is not recorded by December 31, 2023, then this Ordinance shall become null and void and of no force and effect.

Introduced, considered favorably on first reading and ordered published this 19th day of September, 2023, and to be presented for final passage on the 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



**PROPERTY DESCRIPTION**

**Easement Vacation**

A parcel of land, being an existing Emergency Access Easement situate within Lot 1, Block 1 of Elizabeth Subdivision recorded May 16, 2018 as Reception No. 20180028923 of the Records of the Larimer County Clerk and Recorded, located in Section Thirteen (13), Township Seven North (T.7N), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), City of Fort Collins, County of Larimer, State of Colorado and being more particularly described as follows:

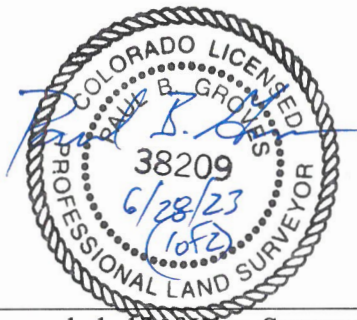
**COMMENCING** at the Northwest corner of Lot 1, Block 1 of Elizabeth Subdivision and assuming the North line of said Lot 1 as bearing South 89°57'37" East being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 80.00 feet with all other bearings contained herein relative thereto;

THENCE South 89°57'37" East along said North line a distance of 39.65 feet to the Northwest corner of an existing Emergency Access Easement and to the **POINT OF BEGINNING**;  
THENCE continuing South 89°57'37" East along said North line a distance of 20.00 feet;  
THENCE South 00°00'00" East a distance of 94.97 feet;  
THENCE North 90°00'00" West a distance of 20.00 feet;  
THENCE North 00°00'00" West a distance of 94.98 feet to the **POINT OF BEGINNING**.

Said described parcel of land contains a total of 1,899 square feet or 0.044 acre more or less.

**SURVEYORS STATEMENT**

I, Paul B. Groves, a Colorado Licensed Professional Land Surveyor do hereby state that this Property Description was prepared under my personal supervision and checking, and that it is true and correct to the best of my knowledge and belief.

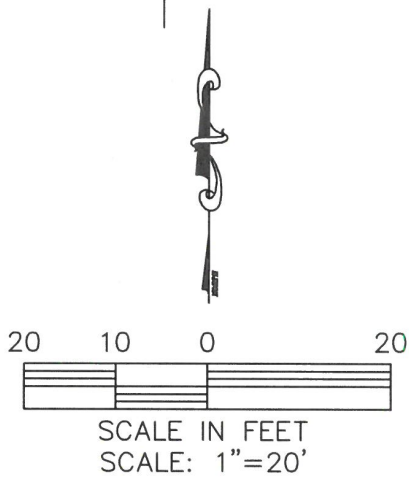
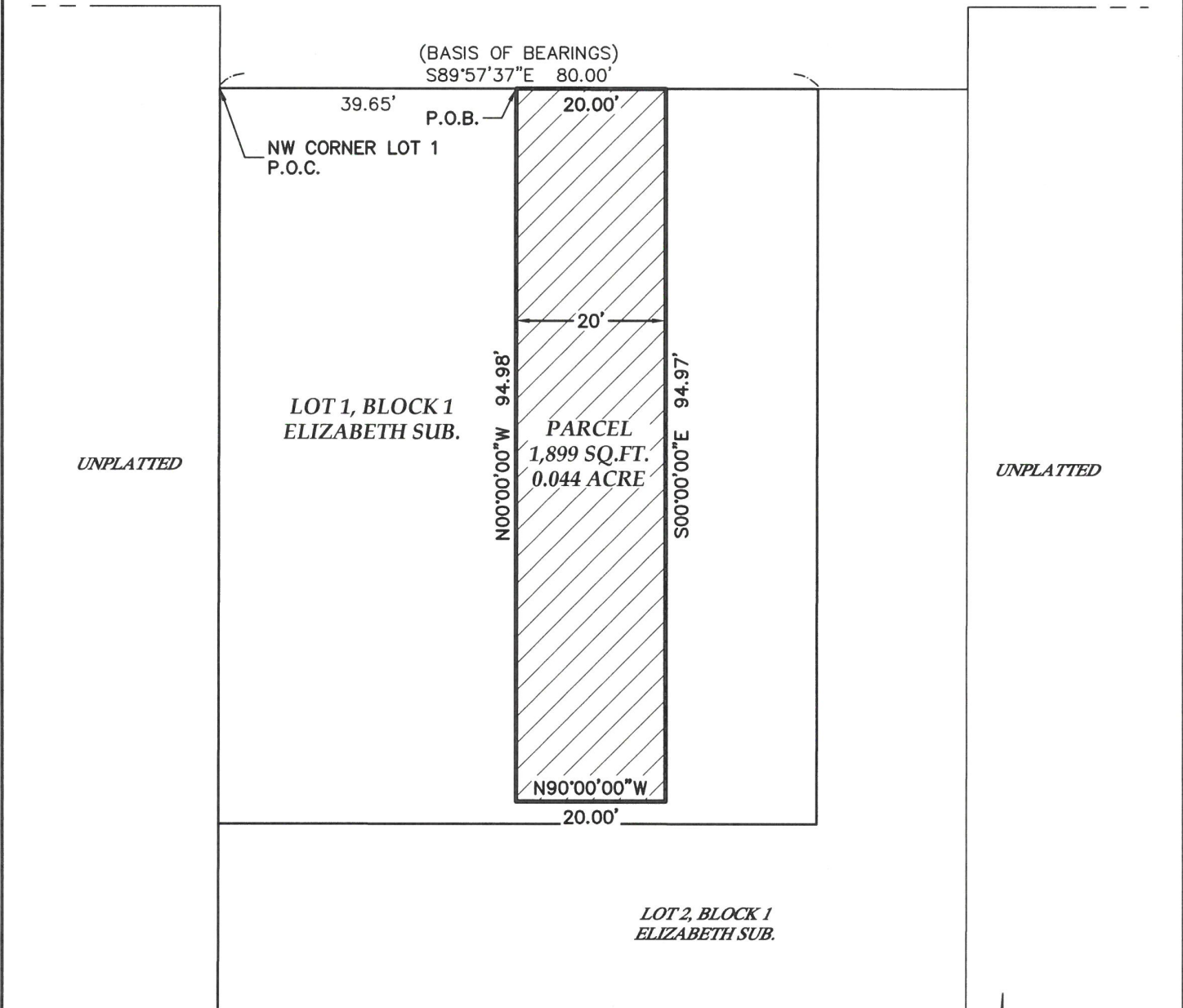


Paul B. Groves - on behalf of King Surveyors  
Colorado Licensed Professional  
Land Surveyor #38209

**KING SURVEYORS**  
650 East Garden Drive  
Windsor, Colorado 80550  
(970) 686-5011

EASEMENT VACATION	EXHIBIT A (2 of 2)	LOT 1, BLOCK 1, ELIZABETH SUB. SE1/4 SEC. 13, T7N, R69W
-------------------	--------------------	--

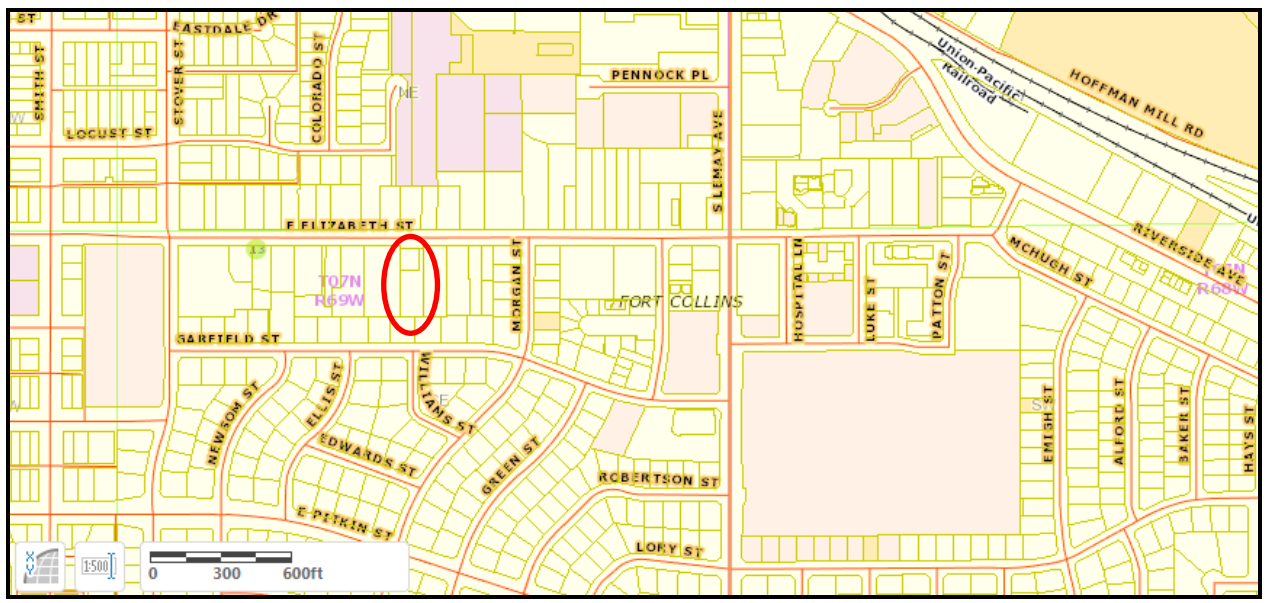
***EAST ELIZABETH STREET***  
*(R.O.W. VARIES)*



Paul B. Groves – On Behalf Of King Surveyors  
Colorado Licensed Professional  
Land Surveyor #38209

NOTE: This exhibit drawing is not intended to be a monumented land survey. Its sole purpose is as a graphic representation to aid in the visualization of the written property description which it accompanies. The written property description supersedes the exhibit drawing.

### Vicinity Map



# AGENDA ITEM SUMMARY

City Council



---

## STAFF

---

Brad Buckman, City Engineer  
Marc Virata, Civil Engineer III  
Heather Jarvis, Legal

---

## SUBJECT

---

**Resolution 2023-086 Adopting the Transportation Capital Projects Prioritization Study to be Used as a Methodology and Foundation for Ten-Year Transportation Capital Improvement Program Prioritization and Planning.**

---

## EXECUTIVE SUMMARY

---

The purpose of this item is to discuss the results of the Transportation Capital Projects Prioritization Study (TCPPS) as it relates to our ten-year Transportation Capital Improvement Program (TCIP) prioritization and planning. The TCPPS is a methodology for selection of capital projects to improve intersections and roadway corridors in the City and aligns with our Vision Zero Action Plan (Vision Zero) and our Active Modes Plan (AMP).

---

## STAFF RECOMMENDATION

---

Staff recommends adoption of the Resolution.

---

## BACKGROUND / DISCUSSION

---

The City conducted an Arterial Intersection Prioritization Study (AIPS) in 2010 and updated the study in 2016. The results of these efforts guided the selection of intersection improvement projects for pursuing grant funding, design, and construction. Most of the highest priority projects from the AIPS have been completed. The current TCPPS effort seeks to provide the next round of project identification and prioritization to guide capital project investment over the next ten years.

TCPPS was performed in the light of on-going efforts by Staff to make informed, data-driven decisions on expenditures for transportation capital projects. Its primary focus is to find opportunities to improve traffic safety and congestion on the arterial network, while collaborating with parallel efforts such as the AMP and Vision Zero. TCPPS was conducted in three phases: data collection and initial screening, project selection, and concept development.

Phase 1: Data collection and screening involved the collection and analysis of data to identify high-priority intersections and roadway segments. The analysis included reviewing traffic congestion and safety at all arterial streets and segments in the City. This process identified a ranked list sorted by delay and annual crashes at each intersection and segment, giving the team a variety of arterial intersections and segments that could be assembled into projects to carry forward.

Phase 2: Project selection began with assembling a series of projects using the list of identified intersections and segments in Phase 1 along with improvements identified in parallel plans such as the AMP. Potential projects were selected based on their feasibility, potential impact, and ability to collaborate with other plans. Four quantitative and five qualitative criteria were developed in coordination with the AMP team and applied to the identified projects. This phase resulted in a draft list of ranked projects. The top 15 projects were then selected to move into the next phase.

Phase 3: Concept development involved the development of conceptual designs, high-level cost estimation, and environmental screening for each of the top 15 projects. Project scoring was then refined, and a final ranked list of recommended projects was developed as follows:

Project ID	Project Name	Project Limits	Project Type	Cost	Score	Rank
B	S Shields Street & W Prospect Road Intersection Improvements	W Stuart St to W Prospect Rd	Intersection Improvements	\$8,680,000	84	1
A	E Troutman Parkway & JFK Parkway Corridor Improvements	S College Ave to Boardwalk Dr & Harmony Rd to E Horsetooth Rd	Road Diet	\$2,518,000	81	2
E	Lemay Avenue & Drake Road Intersection Improvements	-	Intersection Improvements	\$4,850,000	77	3
J	N Timberline Road Overpass at E Vine Drive	Sykes Dr to E Suniga Rd	New Construction	\$55,927,000	76	4
D	Drake Road Corridor Improvement	Overland Trl to Taft Hill Rd	Road Diet	\$2,115,000	72	5
F	N Timberline Road - Segment 1 - Roadway Improvements	E Lincoln Ave to Sykes Dr	New Construction	\$12,264,000	70	6
G	N Timberline Road - Segment 2 Roadway Improvements	Suniga Dr to Mountain Vista	New Construction	\$12,452,000	69	7
H	Heatheridge Road & W Prospect Road Intersection Improvements	-	Intersection Improvements	\$1,519,000	69	7
N	E Prospect Rd Corridor Improvements	Sharp Pointe to I-25	Corridor Improvements	\$17,009,000	68	8
C	S Shields Street & W Horsetooth Road Intersection Improvements	-	Intersection Improvements	\$3,746,000	64	9
K	Boardwalk Drive & Harmony Road Signal Improvements	-	Intersection Improvements	\$616,000	62	10
O	S Timberline Road & E Harmony Road Intersection Improvements	-	Intersection Improvements	\$8,163,000	55	11
L	E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	-	Intersection Improvements	\$670,000	47	12
I	Shields Street Corridor Improvements	Mulberry St to Mountain Ave	Road Diet	\$460,000	46	13
M	Suniga Road Roadway Improvements	Lemay Rd to Timberline Rd	New Construction	\$31,341,000	46	13

The top 15 projects serve as a foundation to the ten-year TCIP, which also combines our current capital project planning (projects already in construction or the design phase), the next ten years' effort for the AMP, and other capital projects being developed with our regional and City partners such as Colorado Department of Transportation, Larimer County, Colorado State University, and the North Front Range Metropolitan Planning Organization. Detailed scores and considerations are provided in Appendix F to the TCPPS.

Our TCPPS consultant, Olsson, completed a desktop review of publicly available datasets to identify potential environmental resources within expected project boundaries of individual projects. The objective of the review was to evaluate each project for impacts to environmental features and possible environmental risks. The desktop review was completed by investigating publicly available datasets, which depict the potential locations of a variety of environmental resources. The datasets were compiled in a

geographic information system (GIS), and map figures are included in the Environmental Summary at Appendix E to the TCPPS.

Funding for these capital projects will come from a variety of sources. Traditionally, our transportation capital projects have been funded with federal and state grants, Community Capital Improvement Program (CCIP), the Transportation Capital Expansion Fee program, and the general fund (through the Budgeting for Outcomes (BFO) process). This will continue to be the case moving forward, as historically the City has received 40-50% of our capital funding through federal and state grants. Additionally, the TCPPS methodology is meant to provide project scoring based on the quantitative and qualitative criteria laid out in the study. The project scoring, combined with alignment of other City plans (such as City Plan, Our Climate Future, Strategic Plan, Vision Zero, AMP, and Transit Master Plan) will provide further justification in the BFO process.

Staff gave a presentation at the August 22, 2023, Council Work Session and received excellent feedback regarding the TCPPS methodology. Of note, the East Prospect Road Corridor project (Project N) will require further extensive study for environmental impacts, as this corridor has wildlife habitat, raptor nest presence, and Waters of the US likely present. Both jurisdictional and non-jurisdictional features are likely present, and a Jurisdictional Determination (JD) will be needed.

**CITY FINANCIAL IMPACTS**

---

The following is a summary of the project funding:

<b>Prior Project Appropriations</b>	
From CCIP Arterial Intersection Funding	\$177K

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

Staff presented this to the Local Legislative Affairs Committee (Chamber of Commerce) on August 4, 2023, the Transportation Board on August 16, 2023, and the Bicycle Advisory Committee on August 28, 2023. All presentations were well received and received great feedback.

**PUBLIC OUTREACH**

---

The local community and stakeholders were engaged throughout the entire study to gain an understanding of the issues and challenges facing the transportation network in Fort Collins. Input from the overall effort was used to not only identify locations where improvements were needed but to also understand the desires of the public to inform creation and weighting of the prioritization criteria. A public involvement strategy consisting of a series of online and in person engagement opportunities, including the following outlets, was conducted:

- Webpage
- Social Media
- Press Releases
- Newsletters
- Community Partners Email Blasts
- In Person & Virtual Open Houses
- Public Surveys

- Transportation Board Presentations

The complete public involvement plan and engagement results can be found in the Public Engagement Summary at Appendix A to the TCPPS. The information gathered was incorporated into each phase of the study and used to guide the study, to ensure that the detailed engineering results produced aligned with the real-world observations and needs of the community.

Concurrent to the TCPPS, Olsson developed a GIS-based tool to assist the City in a data-driven approach to maintaining the capital projects list. An online Screening Tool was developed that houses the City-wide congestion and safety data as well as other relevant data used to perform the Phase 1 screening. These will be managed in a spreadsheet-based tool that inventories and scores projects. Future efforts beyond this study would develop a Management Tool that houses the capital project list from all City departments with associated tags and filters. These tools should be updated with new information, such as that related to congestion and safety. As the City continues to grow and develop, projects can be reprioritized as needs shift and funding becomes available. Section 1.4 of the TCPPS report provides a description of these tools, and user guides for each tool are included in Appendix B to the TCPPS.

## **ATTACHMENTS**

---

1. Resolution for Consideration
2. Exhibit A to Resolution
3. Presentation

RESOLUTION 2023-086  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
ADOPTING THE TRANSPORTATION CAPITAL PROJECTS PRIORITIZATION STUDY  
TO BE USED AS A METHODOLOGY AND FOUNDATION FOR TEN-YEAR  
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM PRIORITIZATION AND  
PLANNING

WHEREAS, the Transportation Capital Projects Prioritization Study (TCPPS) was developed after extensive data collection and analysis about traffic safety and congestion, public engagement, consideration of community needs and priorities, and collaboration with parallel efforts; and

WHEREAS, the TCPPS was performed in the light of on-going efforts by the City to make informed, data-driven decisions on expenditures for transportation capital projects; and

WHEREAS, the City conducted an Arterial Intersection Prioritization Study (AIPS) in 2010 and updated the study in 2016, which studies guided the selection of intersection improvement projects for pursuing grant funding, design, and construction, and most of the highest priority projects from the AIPS have been completed; and

WHEREAS, the TCPPS endeavors to provide the next round of project identification and prioritization to guide capital project investment over the next ten years; and

WHEREAS, the TCPPS identifies and prioritizes projects that align with the City's goals and City Plan and that provide the greatest opportunities for improving safety, reducing congestion, and enhancing multimodal comfort; and

WHEREAS, the TCPPS identifies opportunities to improve traffic safety and congestion on the arterial network, while collaborating with parallel efforts such as the Active Modes Plan and the Vision Zero Action Plan; and

WHEREAS, the final list of recommended projects represents a strategic approach to addressing the City's most pressing transportation needs; and

WHEREAS, the TCPPS project created geographic information system and screening tools to assist the City in a data-driven approach to maintaining the engineering capital projects list; and

WHEREAS, at its work session on August 22, 2023, City Council reviewed the TCPPS report and methodology and provided feedback that City staff has noted and incorporated into plans for further study moving forward; and

WHEREAS, the City Council has determined that it is in the best interests of the residents of the City of Fort Collins to formally adopt the TCPPS and that adopting the TCPPS and the priorities and methodology therein serves to benefit the health, safety, and welfare of the people of the City.



NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That the City Council hereby adopts the Transportation Capital Projects Prioritization Study, attached hereto as Exhibit A.

Passed and adopted at a regular meeting of the Council of the City of Fort Collins this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Item 17.



FORT COLLINS, COLORADO

# TRANSPORTATION CAPITAL PROJECT PRIORITIZATION STUDY

JULY 2023

City of Fort Collins  
Engineering Department  
281 N. College Avenue  
Fort Collins, CO 80522-0580

Olsson  
1880 Fall River Drive  
Suite 200  
Loveland, CO 80538



Item 17.



# TRANSPORTATION CAPITAL PROJECT PRIORITIZATION STUDY

PREPARED BY:

**olsson**<sup>®</sup>



# ACKNOWLEDGEMENTS

## **City of Fort Collins Engineering Department**

Dana Hornkohl  
Brad Buckman  
Marc Virata  
Dillon Willet  
Tim Sellers  
Florian Fiebig  
Gunnar Hale  
Mark Laken  
Jin Wang  
Nicole Hahn  
Tyler Stamey  
Alisa Babler  
Tom Knostman

## **FC Moves**

Aaron Iverson  
Cortney Geary

## **Larimer County**

Eric Tracy

## **CDPHE Larimer County**

## **Fort Collins Transportation Board**

## **Project Team**

Olsson, Inc.  
Wilson & Company  
Fox Tuttle Transportation Group

# TABLE OF CONTENTS

- Acknowledgements ..... ii
- Table of Contents ..... iii
- List of figures ..... iv
- List of Tables ..... iv
- List of Appendices ..... iv
- Executive Summary ..... v
- 1. Purpose & Background ..... 6
  - 1.1 Study Background & Purpose ..... 6
  - 1.2 Study Framework ..... 7
  - 1.3 Public Involvement ..... 8
  - 1.4 GIS Tool ..... 8
- 2. Phase 1 – Data Collection & Screening ..... 10
  - 2.1 Screening Analysis ..... 13
  - 2.2 Screening Results ..... 15
  - 2.3 Top Locations ..... 20
- 3. Phase 2 – Project Selection ..... 20
  - 3.1 Project Identification ..... 20
  - 3.2 Quantitative Scoring Criteria ..... 24
  - 3.3 Qualitative Scoring Criteria ..... 26
  - 3.4 City Plans ..... 29
  - 3.5 Phase 2 Results ..... 29
- 4. Phase 3 – Concept Development ..... 31
  - 4.1 Concept Design ..... 32
  - 4.2 Cost Estimation ..... 33
  - 4.3 Environmental Study ..... 34
  - 4.4 Project Summary Sheets ..... 35
- 5. Implementation ..... 51
  - 5.1 Final Revised Scores & Recommendations ..... 51
  - 5.2 Funding ..... 52

# LIST OF FIGURES

Figure 1 – Study Area ..... 12  
 Figure 2 – Identified Projects Map..... 22

# LIST OF TABLES

Table 1 – TCPPS and Active Modes Alignment ..... 7  
 Table 2 – Screening Tool Layers ..... 9  
 Table 3 – Management Tool Filters ..... 10  
 Table 4 – Level of Service Criteria ..... 13  
 Table 5 – Top Twenty Congested Intersections ..... 15  
 Table 6 – Top Twenty-Five Intersection Safety Rankings..... 16  
 Table 7 – Top 25 Roadway Segment Crash Rankings ..... 17  
 Table 8 – Two Way Urban Arterial Street Segment Capacities ..... 18  
 Table 9 – One Way Urban Arterial Street Segment Capacities ..... 19  
 Table 10 – Potential Road Diet Candidates..... 19  
 Table 11 – Study Recommendation List..... 21  
 Table 12 – Operational Project Recommendations List..... 23  
 Table 13 – Crash Reduction Per Year Score ..... 24  
 Table 14 – Peak Hour Delay Reduction Score ..... 25  
 Table 15 – Equity Score..... 25  
 Table 16 – Annual Growth Score ..... 25  
 Table 17 – Cost Score ..... 26  
 Table 18 – Synergy Score..... 26  
 Table 19 – Readiness Score ..... 27  
 Table 20 – Multimodal Benefit Score..... 28  
 Table 21 – Community Score..... 28  
 Table 22 –Weighting Scheme ..... 29  
 Table 23 – Initial Project Recommendation List..... 30  
 Table 24 – Conceptual Project List..... 31

# LIST OF APPENDICES

- Appendix A Public Engagement Summary
- Appendix B GIS Users Manual
- Appendix C Crash & Safety Analysis
- Appendix D Conceptual Designs
- Appendix E Environmental Summary
- Appendix F Scoring Summary

## EXECUTIVE SUMMARY

This report outlines the process of the Transportation Capital Project Prioritization Study (TCPPS) for the City of Fort Collins (City). TCPPS was performed in the light of on-going efforts by the City to make informed, data-driven decisions on expenditures for transportation capital projects. Its primary focus is to find opportunities to improve traffic safety and congestion on the arterial network, while collaborating with parallel efforts such as the Active Modes Plan (AMP) and the Vision Zero Action Plan (Vision Zero). TCPPS was conducted in three phases: Data Collection and Initial Screening, Project Selection, and Concept Development.

Phase 1: Data Collection and Screening involved the collection and analysis of data to identify high-priority intersections and roadway segments. The analysis included reviewing traffic congestion and safety at all arterial streets and segments in the city. This process identified a ranked list sorted by delay and annual crashes at each intersection and segment, giving the team a variety of arterial intersections and segments that could be assembled into projects to carry forward.

Phase 2: Project Selection began with assembling a series of projects using the list of identified intersections and segments in Phase 1 along with improvements identified in parallel plans such as the AMP. Potential projects were selected based on their feasibility, potential impact, and ability to collaborate with other plans. Four quantitative and five qualitative criteria were developed in coordination with the AMP team and applied to the identified projects. This phase resulted in a draft list of ranked projects. The top 15 projects were then selected to move into the next phase.

Phase 3: Concept Development involved the development of conceptual designs, high-level cost estimation, and environmental screening for each of the top 15 projects. Project scoring was then refined, and a final ranked list of recommended projects was developed.

Subsequent to this study, the City will use the projects and outcomes to program the capital improvement plan. Implementation of the projects will depend on, among other factors, funding availability and opportunities to collaborate with other projects. These are two factors that are central to the Budgeting for Outcomes (BFO) process which is used by the City to select where to spend city budget. The BFO process aligns projects with the City's goals and occurs every two years, with projects submitted to City Council for recommendation and selection.

The TCPPS process has been a collaborative effort between the project team and the City. The goal of the study was to identify and prioritize projects that align with the City's goals and provide the greatest opportunity for improving safety, reducing congestion, and enhancing multimodal comfort. The final list of recommended projects represents a strategic approach to addressing the City's most pressing transportation needs.

# 1. PURPOSE & BACKGROUND

The City of Fort Collins selected Olsson to complete the Transportation Capital Project Prioritization Study (TCPPS). This study focused on arterial roadway and intersection improvements based on selected criteria that balances the need for safety and congestion improvements with the priorities of the community.

## 1.1 Study Background & Purpose

The City of Fort Collins conducted an Arterial Intersection Prioritization Study (AIPS) in 2010 and updated the study in 2016. The results of these efforts guided the selection of intersection improvement projects for pursuing grant funding, design, and construction. Most of the highest priority projects from the AIPS have been completed. This current study seeks to provide the next round of project identification and prioritization to guide capital project investment over the near-term planning horizon.

The City's Community Capital Improvement Program (CCIP) sales tax includes dedicated funding for arterial intersection improvements. There are additional funding sources available for corridor improvements within City limits and within the GMA. These funds are often used to leverage Federal and State grants. Additionally, the City's Budgeting for Outcomes (BFO) budget process has historically been used to help fund large transportation capital projects.

This Transportation Capital Project Prioritization Study (TCPPS) was initiated by the City of Fort Collins to identify arterial roadway and intersection improvements both within the city limits, and within the Growth Management Area (GMA). The analysis summarized in this report includes a compilation of data for arterial intersections and corridors, assessment of existing conditions for various quantitative and qualitative considerations, identification of potential improvement projects to address transportation system deficiencies, and prioritization of project needs based on feedback from the community.

This study represents a broad evaluation of arterial roadway and intersection needs within the City and GMA and includes criteria that overlap with other City efforts, such as multimodal (bicycle, pedestrian, and transit) considerations. This study is supplemental to other key citywide efforts focused specifically on these priorities, such as the Fort Collins Bicycle Master Plan (2014), Fort Collins Pedestrian Plan (2011), Fort Collins Transit Master Plan (2019), Active Modes Plan (2022), and Vision Zero Action Plan (2023). The intent of this study is to supplement and/or implement the guidance of these efforts at the arterial intersection and roadway level.



## 1.2 Study Framework

This study represents a three-phase, data-driven approach to project identification and prioritization. Phase 1 consists of a high-level screening of arterial intersections and arterial corridors based on key factors of safety and capacity. These locations are analyzed based on the potential to improve safety and congestion through improvements such as intersection geometric and roadway construction, signal timing adjustments, signal modifications or replacements, re-striping, or other treatments.

The top ranked locations for potential improvements were identified and specific project improvements were developed at these locations. These projects were then evaluated and prioritized in Phase 2 based on quantitative criteria and qualitative criteria. The criteria were established in coordination with City staff and aligned with the Active Modes Plan (AMP). Each project was then scored and ranked based on the priorities of the City. This phase resulted in a prioritized list of top-tier projects that were carried forward Phase 3.

**Table 1 - TCPPS and Active Modes Alignment**

	<b>TCPPS</b>	<b>Active Modes Plan</b>
<b>Quantitative Criteria</b>	<b>Crash Reduction</b> Reduction in annual crashes (crashes/year)	<b>Safety &amp; Comfort</b> Citywide High-Injury Network; Bicycle or Pedestrian Level of Traffic Stress; Pedestrian distance to low-stress crossing opportunities
	<b>Peak Hour Delay Reduction</b> Amount of delay reduction (seconds)	<b>Access</b> Number of nearby Transfort stations or stops
	<b>Equity</b> Proximity to disadvantaged tracts as defined by the Fort Collins Health Equity Index (unitless)	<b>Health &amp; Equity</b> Fort Collins Health Equity Index
	<b>Growth</b> Expected traffic growth from NFRMPO (%)	<b>Network Connectivity</b> Number of connections to existing or proposed bicycle/trail network
<b>Qualitative Criteria</b>	<b>Cost</b> Estimated project cost (present day dollars)	<b>Cost</b> Estimated project cost
	<b>Readiness</b> Availability of funding, railroad or utility impacts, right of way impacts and environmental impacts	<b>Readiness</b> Additional study or analysis needed
	<b>Multimodal Benefit</b> Supports proposed bike/ped/frequent transit projects shown in the AMP	<b>Multimodal Benefit</b> Coincides with proposed bike/ped/frequent transit projects
	<b>Synergy</b> Supports other currently funded or programmed public or private projects	<b>Synergy</b> Addresses the potential to support other currently funded or programmed public or private projects
	<b>Community</b> Addresses community needs and interests based on public input and identified community activity centers, open spaces, etc.	No comparable metric

Phase 3 takes the top-tier projects and further defines each project's specific improvements and cost. Conceptual designs were prepared that show the recommended improvement, impacts, and conceptual cost estimate. This information will be used by the City to aid in preparing the Ten-Year Transportation Improvement Plan and identifying funding opportunities.

### 1.3 Public Involvement

The local community and stakeholders were engaged throughout the entire study to gain an understanding of the issues and challenges facing the transportation network in Fort Collins. Input from the overall effort was used to not only identify location where improvements were needed but to also understand the desires of the public to inform creation and weighting of the prioritization criteria. A public involvement strategy consisting of a series of online and in person engagement opportunities, including the following outlets, was conducted:

- Webpage
- Social Media
- Press Releases
- Newsletters
- Community Partners Email Blasts
- In Person & Virtual Open Houses
- Public Surveys
- Transportation Board Presentations

The complete public involvement plan and engagement results can be found in **Appendix A – Public Engagement Summary**. The information gathered was incorporated into each phase of the study and used to guide the study, to ensure that the detailed engineering results produced aligned with the real-world observations and needs of the community.

### 1.4 GIS Tool

Concurrent to the TCPPS, Olsson developed a GIS-based tool to assist the City of Fort Collins in a data-driven approach to maintaining the capital projects list. A Screening Tool was developed that houses the city-wide congestion and safety data as well as other relevant data used to perform the Phase 1 screening. These will be managed in a spreadsheet-based tool that inventories and scores projects. Future efforts beyond this study are being contemplated that would develop a Management Tool that houses the capital project list from all city departments with associated tags and filters. These tools should be updated with new information, such as that related to congestion and safety. As the City continues to grow and develop, projects can be reprioritized as needs shift and funding becomes available. This section provides a description of these tools. Additionally, user guides for each tool are included in **Appendix B**.

### 1.4.1. Screening Tool

The screening tool was created with the intent of housing all the information needed to conduct the Phase 1 effort of this study. It contains GIS layers showing current and notable features within Fort Collins. The Screening Tool is an online GIS Web Application that can be found here: [Fort Collins TCPPS Phase I Screening Tool \(arcgis.com\)](#). This tool contains the data layers that were used in TCPPS to identify top locations that would benefit from improvements, shown in **Table 2**.

**Table 2 - Screening Tool Layers**

Congestion	
AM LOS	PM LOS
Midday LOS	
Safety	
LOSS	Excess Crash Cost
Excess Crash Costs Trends	
Active Modes	
Master Street Plan	Multi Use Trail
Bus Routes	Planned Trail
Bicycle Network	Pedestrian Priority Areas
Public Engagement Results (by mode)	
Driving Issues	Biking Issues
Walking Issues	Transit Issues
Community	
Poudre School District - Schools	Elementary School Attendance Zones
Community Activity Center	Middle School Attendance Zones
Hospitals	High School Attendance Zones
Structure Plan – Land Use	
Planning Area	
Adjacent Planning Areas	Fort Collins City Limits
Fort Collins Growth Management Area	
Equity	
Health Equity Index	

Each of these data layers can be updated in future years to identify new potential projects. Instructions for updating this Additional information regarding the Screening Tool can be found in **Appendix B – GIS Users Manual**.

### 1.4.2. Management Tool

Like the Screening Tool, the Management Tool was created to support the study process as the City of Fort Collins shepherds the capital projects list moving forward. The Management Tool is structured as an Excel spreadsheet with filters to sort all the capital and operational projects, as well as corridor studies identified in TCPSS. Each project includes relevant information to assist in sorting and filtering, as outlined in **Table 3**.

**Table 3 - Management Tool Filters**

Field		Description
Project Name		Name of the project
Project Category	Capital, Corridor Study, Operational	
Project Type		Intersection Improvements, Corridor Improvements, Road Diet, New Construction
Project Description		A brief summary of the proposed improvements
Quantitative Criteria Scores & Weighting		Crash Reduction, Delay Reduction, Health Equity, Traffic Growth
Qualitative Criteria Scores & Weighting	Readiness, Cost, Multimodal Benefit, Synergy, Community (Benefit)	
Score	Total Project Score	

Each recommended project is accompanied by a summary sheet that provides essential project details, such as detailed scoring criteria, scope elements, budget, anticipated schedule, and anticipated impacts. The project team has explored the feasibility of migrating the tabular data to a GIS platform. Such a transition would enable dynamic filtering and sorting of projects, as well as the storage of data and visual representation of project locations on a map. Future iterations of the Management Tool could incorporate this functionality to assess capital projects.

## 2. PHASE 1 - DATA COLLECTION & SCREENING

The project study area and intersections included in this analysis are shown on **Figure 1**. The intersections chosen for the study include signalized arterial intersections, unsignalized arterial-to-arterial intersections and arterial segments. An initial, high-level screening of arterial intersections and corridors was conducted based on a data-driven evaluation of safety and congestion conditions within the City and GMA. The following safety and congestion sections describe the methodology utilized for both categories. To accurately plan within the context of future conditions of the TCPSS study area, the new and proposed streets which are part of known significant and upcoming developments were also included in the screening. The largest development in the planning horizon is the Montava Master Planned Community. Montava is an

Item 17.

860-acre mixed use master planned community located in northeast Fort Collins on agricultural land adjacent to the Anheuser-Busch facility.

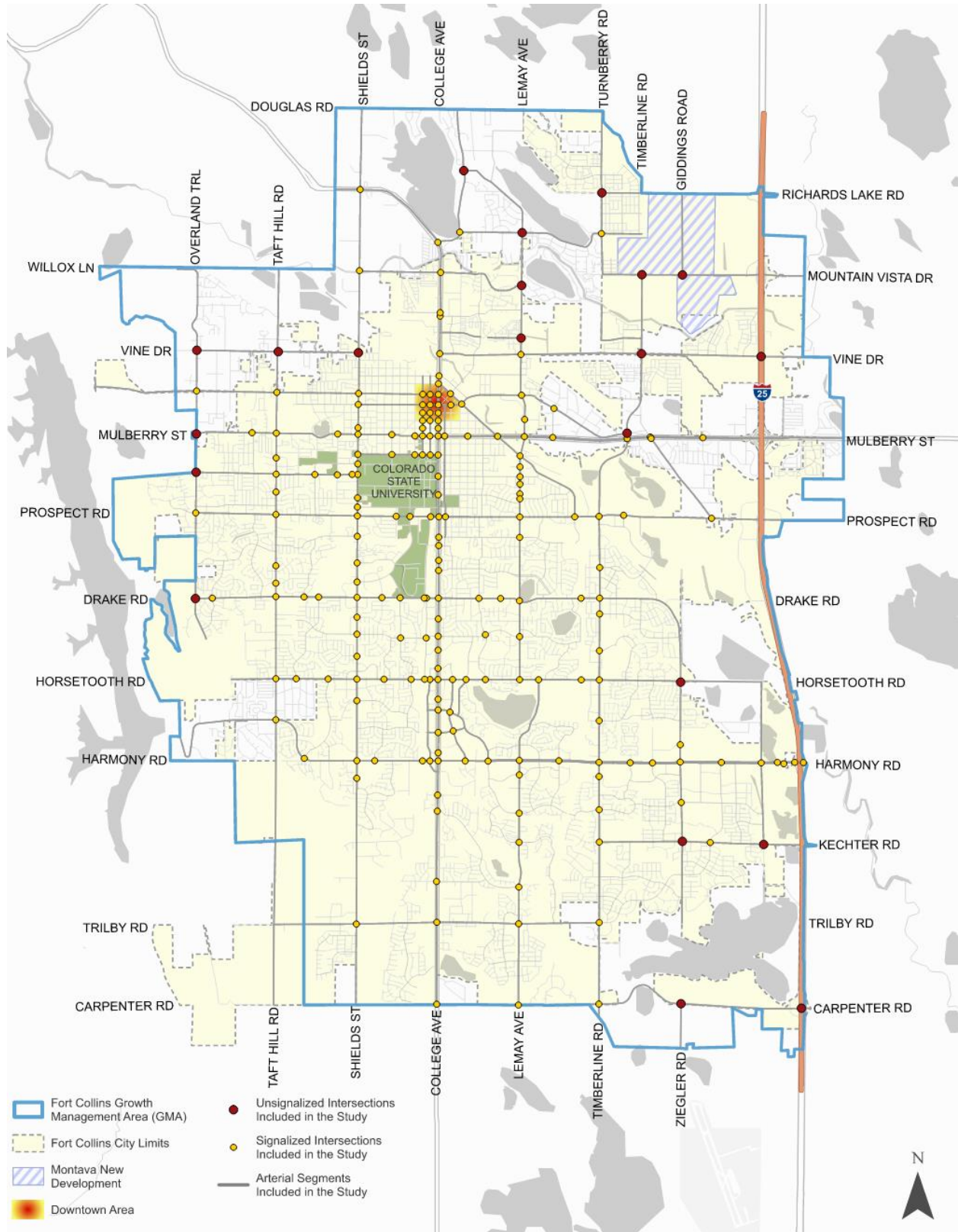


Figure 1 – Study Area

## 2.1 Screening Analysis

### 2.1.1. Intersection Congestion

Intersection capacity was evaluated for all signalized intersections using the Highway Capacity Manual (HCM) delay methodology (with Synchro capacity modeling software) for existing AM, mid-day, and PM weekday peak hours. HCM delay is represented in average delay per second for individual movements (turns), intersection approaches, and for each overall signalized intersection. A “Level of Service” (LOS) letter grade A through F is assigned to the average delay values with LOS A representing near free flow conditions, and LOS F representing congested conditions shown in **Table 4**. Typically, LOS D or better is considered acceptable at an arterial intersection during peak hour conditions.

**Table 4 - Level of Service Criteria**

Level-of-Service	Average Control Delay (seconds)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Source: Highway Capacity Manual (HCM 6th Ed.)

Table 4-2 of the LCUASS defines LOS standards for Fort Collins, outlining various LOS thresholds required to satisfy Adequate Community Facilities (ACF) standards for signalized and unsignalized intersections. This standard requires signalized arterial intersections to operate at LOS D or better overall and LOS E or better for any leg or movement. Unsignalized arterial intersections must operate at LOS E or better (LOS D in some cases) and may operate LOS for any leg or movement. Roundabouts must operate at LOS E for any movement, leg, and overall. These standards were used to guide determinations of when an intersection is considered to operate at an unacceptable level.

### 2.1.2. Intersection Crashes

The safety analysis performed for the TCPPS study area included an intersection-by-intersection review of excess crash costs, the intersection Level of Safety Service (LOSS), and excess crash cost trends. Crash data was provided by the City of Fort Collins. The results of the excess crash cost and LOSS analysis was also provided by way of *Fort Collins Annual Roadway Safety Review* (City of Fort Collins 2021). This memorandum summarizes a statistical analysis of crashes at intersections; examining the crash frequency, patterns, and severity.

**Excess Crash Costs**

Three years of crash data from 2018 to 2020 throughout the study area were quantified by the City in terms of potential crash reductions by using the excess crash costs methodology from the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM). This methodology compares the actual crashes accounted for at each intersection in the crash history dataset with the number of crashes predicted to likely occur within the model, based on general information such as roadway type, intersection control, and annual average daily traffic (AADT). This methodology standardizes the estimation of the economic and societal costs of crashes in a consistent and reliable way to highlight intersections that are quantitatively performing poorer than expected in terms of safety. This data can be used to determine the intersections with the most potential for crash reduction and to provide preliminary insight into crash patterns and potential issues at intersections.

**Level of Safety Service (LOSS)**

The LOSS is a methodology pioneered by the Colorado Department of Transportation (CDOT) to identify locations with potential for safety improvements. The LOSS uses quantitative methods to compare crash frequencies and severities against Safety Performance Functions (SPFs) and is the reported with qualitative descriptors to characterize the potential crash reduction of a roadway. The LOSS is categorized between LOSS 1 to LOSS 4 in which LOSS 4 has the highest potential for crash reduction and improved safety. While similar in function to the excess crash cost methodology, the LOSS methodology is specifically calibrated to Colorado's public roadways.

**Excess Crash Cost Trends**

The excess crash cost trends compare excess crash costs of the 2018 through 2020 dataset with an additional three-year dataset from the years 2015 to 2017 to determine whether the safety of each intersection is trending in a positive or negative direction. The TCPSS methodology prioritizes addressing intersections with a negative trajectory as these have the highest potential for safety improvements.

After these metrics were assessed across the TCPSS study area, City of Fort Collins staff and TCPSS project staff excluded intersections from the rankings which were either trending positively, having no excess crash costs, intersections which have been improved recently or are currently undergoing construction, and intersections which are to be included in larger corridor projects.



## 2.2 Screening Results

The results of the Phase 1 congestion and safety screening for the top intersections and corridors are described in detail below. In each table, the locations have been sorted by performance in descending order, with intersections or corridors that have the worst delay and safety ratings at the top, and those with the more acceptable delay and safety ratings at the bottom.

### 2.2.1. Intersection Congestion Screening

The top twenty congested arterial intersections based on the average overall delay (per second) are shown in **Table 5**. These intersections have unacceptable overall LOS as described in LCUASS which follow the delay standards put forth in the ACF. As these are all signalized intersections, the list reflects locations with overall intersection delay greater than 55 seconds (LOS E) at any peak hour or individual approaches greater than 80 seconds (LOS F) for any peak hour. Those with both overall intersection and approach delay that exceed ACF standards are considered strong candidates to include in projects for Phase 2.

**Table 5 - Top Twenty Congested Intersections**

Intersection	Overall Intersection			Worst Approach		
	Delay (sec)	LOS	Peak Hour	Delay (sec)	LOS	Peak Hour / Approach
Timberline & Willow Springs/Kechter	261.7	F	Midday	566	F	Midday / West
McClelland/Max BRT & Drake	200.1	F	PM	315	F	PM / East
Taft & Mulberry	184.8	F	Midday	360	F	Midday / West
College (US 287) & Harmony	65.8	E	PM	90	F	PM / North
Shields & Elizabeth/Moby Lot (Eliz)	62.4	E	PM	97	F	PM / East
College (US 287) & Drake	60.3	E	PM	97	F	Midday / East
College (US 287) & Trilby	58.7	E	PM	82	F	Midday / East
Lemay & Drake	56.9	E	PM	95	F	PM / East
Shields & Prospect	53.2	D	PM	109	F	PM / West
Timberline & Harmony	53	D	PM	99	F	PM / South
Timberline & Mulberry	47.8	D	PM	102	F	AM / North
Timberline & Drake	46.9	D	PM	90	F	AM / West
Lemay & Harmony	42.5	D	PM	84	F	PM / South
Lemay & Riverside	40.7	D	PM	92	F	PM / North
Taft & Harmony	40	D	PM	83	F	AM / North
Hogan/JFK & Harmony	37.5	D	PM	102	F	PM / South
Riverside & Prospect	34.2	C	PM	94	F	PM / South
Shields & Raintree/Centre	31.1	C	PM	151	F	AM / West
Link Lane & Mulberry (State 14)	28.7	C	PM	114	F	PM / North
Shields & Swallow	24	C	PM	88	F	PM / West

## 2.2.2. Safety Screening

### Intersection Safety Screening

**Table 6** provides the top intersections with the highest potential for safety mitigation determined by the City of Fort Collins in the *Roadway Safety in the City 2019 Annual Report*. These intersections are ranked by excess expected crash costs as described in **Section 2.1.2**. The top 25 locations were reported as these were identified in Annual Crash Report is the highest priority locations. Intersections that have both excess and increasing crash costs and LOSS 4 were given high priority to move to projects in Phase 2.

**Table 6 - Top Twenty-Five Intersection Safety Rankings**

North-South Street	East-West Street	Excess Expected Crash Value (\$)	LOSS Total Crashes	LOSS Fatality / Injury Crashes	Δ Crash Cost <sup>(1)</sup>
College Ave	Trilby Rd	\$673,877	LOSS 4	LOSS 4	-\$24,614
Boardwalk Dr	Harmony Rd	\$524,469	LOSS 4	LOSS 4	\$412,317
College Av	Harmony Rd	\$456,046	LOSS 3	LOSS 3	\$546,967
Shields St	Horsetooth Rd	\$326,204	LOSS 3	LOSS 3	\$386,382
College Av	Mulberry St	\$309,376	LOSS 4	LOSS 3	\$449,517
College Av	Vine	\$293,951	LOSS 3	LOSS 4	\$116,369
Timberline Rd	Custer	\$191,575	LOSS 4	LOSS 4	\$184,565
Shields St	Trilby Rd	\$177,210	LOSS 4	LOSS 4	\$122,793
Shields St	Plum	\$169,343	LOSS 3	LOSS 3	\$45,670
Mcclelland	Horsetooth	\$163,920	LOSS 4	LOSS 4	\$54,859
Remington	Mulberry St	\$158,113	LOSS 3	LOSS 4	-\$43,039
Taft Hill Rd	Mulberry St	\$150,931	LOSS 3	LOSS 3	\$93,264
Shields St	Harmony Rd	\$142,966	LOSS 3	LOSS 3	\$67,677
College Av	Willox	\$130,010	LOSS 3	LOSS 3	\$247,018
Taft Hill Rd	Prospect Rd	\$127,015	LOSS 3	LOSS 3	\$20,452
Lemay	Horsetooth (East)	\$115,523	LOSS 3	LOSS 3	\$121,127
Heatheridge	Prospect	\$104,694	LOSS 4	LOSS 4	\$122,097
Lemay	Carpenter	\$101,682	LOSS 3	LOSS 3	\$102,539
JFK	Boardwalk	\$100,645	LOSS 3	LOSS 4	\$119,628
College Av	Kensington	\$99,672	LOSS 3	LOSS 3	-\$14,934
Mason	Mulberry	\$79,567	LOSS 3	LOSS 3	-\$6,684
Taft Hill	Clearview	\$78,218	LOSS 3	LOSS 4	-\$28,289
Stover (East Int.)	Prospect	\$75,178	LOSS 4	LOSS 4	\$45,860
College Av	Cherry	\$72,914	LOSS 3	LOSS 3	\$86,460
Overland	Elizabeth	\$63,090	LOSS 3	LOSS 3	\$101,346

(1) Crash trends comparing 2015 - 2017 vs. 2018 - 2020 as the difference in crash cost

**Corridor Safety Candidates**

**Table 7** provides a summary of crash rates along roadway segments for crashes that were not assigned to intersections. These include mid-block crashes related to turning movements and crashes that occurred at driveway access points, in addition to other non-intersection related crashes. A higher ranking indicates a higher crash rate. Crash rates are expressed as crashes per million entering vehicles (MEV) in order to normalize the crash data with roadway volumes and segment lengths. This data was assessed in conjunction with the arterial intersection safety and congestion analysis to identify potential projects that may overlap between the two data sets (intersection and roadway segment). Roadway segments that had either a discernable crash pattern or could be included with other intersection or corridor projects were identified as strong candidates to include in projects to move into Phase 2.

**Table 7 - Top 25 Roadway Segment Crash Rankings**

Rank	Roadway Segment	Segment ID(s)	Extents	Crash Rate
1	W. Mountain Ave.	6932, 6934	Howes to College	1306.0
2	Jefferson St.	6271, 6272	College to Mountain	1068.7
3	E. Mountain Ave.	6574	Matthews to Riverside	916.3
4	N. College Ave.	3707, 5408	Mountain to Jefferson	874.8
5	S. College Ave.	47, 48	Olive to Mountain	738.8
6	E. Troutman Pkwy.	1424	College to JKF	732.1
7	W. Troutman Pkwy.	3724	Mason to College	707.1
8	Boardwalk Dr.	5519	College to Whalers Way	651.7
9	S. Taft Hill Rd.	5508	Trilby to Brixton	449.3
10	W. Elizabeth St.	2673	Hillcrest to S. Taft	433.4
11	S. Mason St.	1427, 598	Boardwalk to Horsetooth	423.2
12	W. Elizabeth St.	1882, 2647	Constitution to Shields	397.9
13	S. Mason St.	4118	Harmony to College	390.6
14	N. College Ave.	5410	Vine to Suniga	370.5
15	S. College Ave.	3385, 3387	Laurel to Mulberry	368.8
16	W. Prospect Rd.	4158	Center to Bay	351.1
17	W. Drake Rd.	700375823, 2945	Meadowlark to College	306.9
18	E. Willox Ln.	935	College to Blue Spruce	286.3
19	S. Taft Hill Rd.	5491	Drake to Valley Forge	284.7
20	S. College Ave.	2939, 2940, 2950, 2958, 2959, 4571, 5516, 5517, 5518	Prospect to Drake	218.1
21	E. Prospect Rd.	6239	Lemay to Yount	256.0
22	S. Lemay Ave.	7902	Prospect to Stuart	245.2
23	E Harmony Rd.	5532	Timberline to Snow Mesa	229.7
24	S. College Ave.	1412	Horsetooth to Bockman	226.5
25	N. Lemay Ave	4308	Lincoln to Buckingham	209.7

### 2.2.3. Road Diet Screening

Road diets are frequently considered when a corridor has excess capacity and a high frequency of crashes, high incidence of speeding or would benefit from additional multimodal facilities. Such preliminary planning-level analyses have been performed for this project to identify potential road diet candidates along arterial corridor segments within the study area.

The corridor segment capacity analysis used the latest traffic count data, along with 2040 growth rates, from the North Front Range Metropolitan Planning Organization (NFRMPO) travel demand model. These volumes were compared against assumed traffic volume thresholds shown in **Table 8 and 9**. Volume thresholds are defined as the maximum traffic volume at a roadway’s ultimate capacity – assumed to be LOS E. Volume thresholds vary for different roadway types based on multiple geometric and operational factors, including roadway surface, number of lanes, lane width, presence of turn lanes, and access condition.

**Table 8 - Two Way Urban Arterial Street Segment Capacities**

Total Number Of Through Lanes	Median Type	Turn Lanes	Access Condition			
			Minimal	Light (Residential)	Moderate (Mixed Zoning)	Heavy
2	Undivided	Gravel	2,000	-	-	-
		Without Left Turn Lanes	13,400	12,800	12,400	11,600
		With Left Turn Lanes	15,600	15,000	14,000	13,600
2	Divided	Without Left Turn Lanes	14,400	13,800	13,400	12,600
		With Left Turn Lanes	17,800	17,000	15,600	15,400
3	TWLTL	With Left Turn Lanes	17,600	17,000	15,400	15,400
4	Undivided	Without Left Turn Lanes	27,000	26,000	26,000	24,400
		With Left Turn Lanes	33,600	32,400	32,200	30,200
5	TWLTL	With Left Turn Lanes	35,600	34,400	34,200	32,200
4	Divided	Without Left Turn Lanes	30,000	29,000	29,000	26,000
		With Left Turn Lanes	39,400	38,000	37,000	36,000
		With Left and Right Turn Lanes	41,800	40,200	39,200	38,200
6	Divided	Without Left Turn Lanes	45,200	46,000	43,600	41,600
		With Left Turn Lanes	59,200	57,200	55,800	54,400
		With Left and Right Turn Lanes	62,600	60,400	60,400	57,600
8	Divided	Without Left Turn Lanes	78,800	76,200	74,400	72,600
		With Left Turn Lanes	83,400	80,600	80,600	76,800

**Table 9 - One Way Urban Arterial Street Segment Capacities**

Outside CBD		Inside CBD	
Number of Lanes	Capacity (vpd)	Number of Lanes	Capacity (vpd)
1	7,200	1	7,700
2	14,600	2	15,600
3	22,400	3	23,400
4	29,800	4	31,300

Note: These tables represent ultimate capacity used in travel demand modeling. They represent the threshold for when a facility is expected to cross from LOS D to LOS E. These should be used as a planning level guidance only and be checked against demand and capacity of each facility being studied

Each arterial corridor segment within the study area with more than one lane per direction was evaluated as a potential road diet candidate. The existing and projected 2040 traffic volumes for each corridor segment were compared to the planning level capacities shown in Tables 5a and 5b to determine the ultimate volume to capacity (v/c) ratio. A segment with v/c ratio approaching 1.0 (approximately <0.85) was used to identify potential road diet candidates. Additionally, locations were screened for those within the top 25 crash segments or were included in the AMP, noting that some locations do have volumes exceeding the capacity guidelines above and will need to be confirmed in preliminary design. A summary of potential road diet segments is outlined in **Table 10**.

**Table 10 - Potential Road Diet Candidates**

Corridor	Extents	ADT		Assumed Segment Capacity	Top 15 Crash Segment	Included in AMP <sup>1</sup>	Notes
		Current (Year)	Future (2045)				
Drake Rd	Overland Trail to Taft Hill Rd	13,900 (2019)	18,000	17,000		X	Verify capacity near S. Taft Hill
JFK Pkwy	Harmony Rd to Horsetooth Rd	6,800 (2019)	10,100	15,400		X	
Jefferson Street	Mountain Ave to College Ave	9,300 (2018)	8,900	11,700	X	X	
Riverside Ave	Lemay Ave to Prospect Rd	14,800 (2018)	17,800	15,400			Verify overall capacity
Shields St	Mulberry St to Mountain Ave	11,900 (2018)	14,500	15,400		X	
Troutman Pkwy	Mason St to Boardwalk Dr	5,600 (2019)	8,300	15,400	X		
Ziegler Rd	Rock Creek Dr to Harmony Rd	12,000 (2018)	17,800	17,000		X	

1. In draft version of the AMP currently under review by City of Fort Collins.

In urban settings, delay tends to be experienced at intersections. Therefore, segment capacities were used as a measure for screening of road diet candidates. Detailed intersection analyses will be carried out during Phase 2 to verify feasibility of the lane reconfigurations.

## 2.3 Top Locations

The high-level safety and congestion analysis conducted in Phase 1 produced a list of corridors and intersections throughout the study area that provided opportunity to improve operations. In this process, data was assessed to identify which roadways and intersections presented the highest needs in terms of delay, traffic operations, and safety or those that provide the greatest opportunity to improve the multimodal network or combine with other identified needs. Specific reasons for selecting segments for congestion or safety needs are discussed in the preceding sections. From this analysis, priority intersections and corridors were identified to funnel into Phase 2, to develop into projects.

# 3. PHASE 2 - PROJECT SELECTION

The highest-ranking (lowest performing) intersections and roadway segments identified in Phase 1 were reviewed in more detail to determine potential projects that would provide the greatest opportunity for feasible, impactful projects. Top locations from the lists of intersections with congestion or safety issues (**Tables 4 and 5**, respectively), top crash segments (**Table 6**), and road diet candidates (**Table 9**) were selected and assembled into projects. This process was largely collaboration within the project team and the City of Fort Collins to identify locations that have an identified need, do not have a previously programmed project, and can address multiple proximate issues. For example, an intersection with safety or congestion issues may be coupled with an adjacent street segment with safety issues to create a project.

To aid in selection of top projects, a series of quantitative criteria were developed and applied to the identified projects. These criteria were developed in coordination with the City of Fort Collins and aligned with the AMP to best achieve the current goals of the city. These criteria are explained in detail in the following sections.

Each project was evaluated against the Quantitative and Qualitative Criteria, resulting in a score for each criterion. Individual criterion scores were then combined to create a total score for each project, and projects were ranked in order based on these scores. From this ranking the top 15 projects were identified to move into the next phase.

## 3.1 Project Identification

The priority intersections and segments identified in Phase 1 were further studied to identify improvements that would address safety, congestion, multimodal comfort, multimodal network

and future traffic growth. Each project was summarized into the following Project Types and Project Categories. These projects are illustrated in **Figure 2**.

Roundabouts were considered for project solutions, however, due to the amount capital investment, there would not be a commensurate safety benefit as compared to other project types.

<u>Project Type</u>	<u>Project Category</u>
- Intersection improvements	- Capital
- Corridor improvements	- Studies
- Road diets	- Operational
- New construction	

Identified projects that are recommended for additional study to determine potential solutions have been categorized as studies. These projects have also been separated from the prioritization process and are listed in **Table 11**.

**Table 11 - Study Recommendation List**

Project Name	Project Location	Type	Description
College Avenue Corridor Improvements	Olive to Cherry	Corridor Improvements	Planning Project: Safety improvements through downtown (TBD), include Cherry Ave
Harmony Corridor	Boardwalk to Mason	Corridor Improvements	Corridor Study: to review access control, safety and multimodal improvements
Mountain Avenue Corridor Improvements	Mason to Jefferson	Corridor Improvements	Roadway and multimodal Improvements being planned as separate project
Riverside Avenue	Lemay to Prospect	Road Diet	Road diet of existing roadway to accommodate two-way cycle track. Recommend additional study to evaluate traffic effects from corridor.

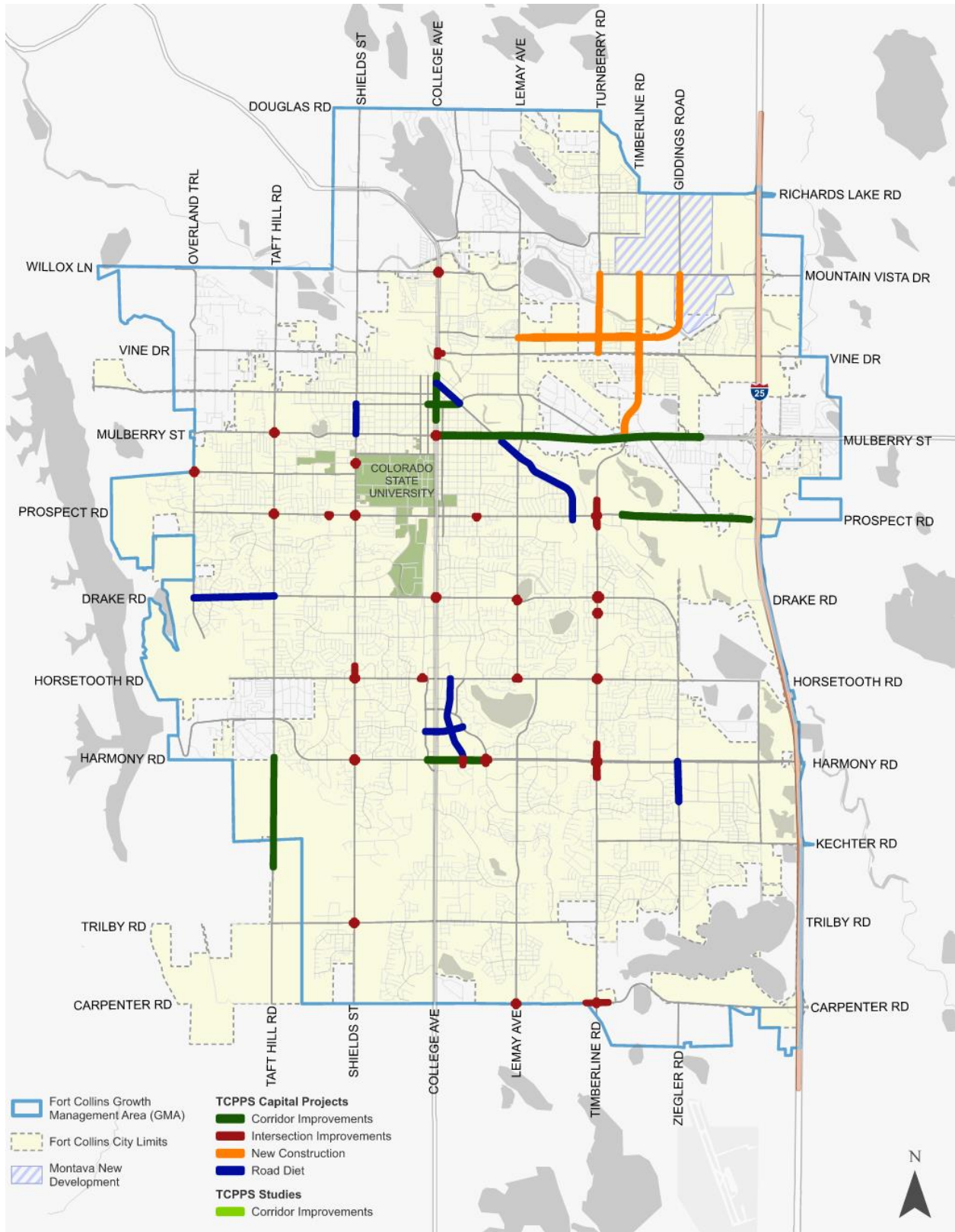


Figure 2 - Identified Projects Map



Note that identified solutions to issues at many locations, particularly intersections, were relatively simple to implement and were thus categorized as Operational projects. These projects were separated from the potential capital project list and provided to Fort Collins Traffic Operations team for implementation independent of development and execution of the capital improvement plan. A list of the operational projects is shown in **Table 12**.

**Table 12 - Operational Project Recommendations List**

Project Name	Type	Description
College & Mulberry	Intersection Improvements	Signal Retiming: Add LPIs all directions (active only w/ped call)
College & Vine	Intersection Improvements	Signal Modification: Restrict WB RTOR, add WB overlap signal head
College & Willow	Intersection Improvements	Signal Retiming: Consider protected left-turn NB/SB during peak hours
Lemay & Carpenter	Intersection Improvements	Signal Modification: Add SB flashing yellow arrow and SB protected-permissive phasing (consider increasing cycle length)
Lemay & Horsetooth	Intersection Improvements	Signal Modification: Replace far-side right-turn overlap signal; install new near-side right-turn overlap signal
McClelland & Horsetooth	Intersection Improvements	No project identified.
Shields & Harmony	Intersection Improvements	Signal Timing/Phasing: Protect-only EB/WB left-turns, add WB RT overlap phase.
Shields & Trilby	Intersection Improvements	Signal Modifications: Add EB & WB flashing yellow arrow left-turn heads and protected/permissive left-turn operation
Stover & Prospect	Intersection Improvements	Signing: Add overhead school crossing signs on existing signal mast arms.
Taft Hill & Mulberry	Intersection Improvements	Signal Timing: Extend eastbound and westbound all-red time from 1.5 to 2 sec.
Taft Hill & Prospect	Intersection Improvements	Signal Modifications: Add 2nd overhead signal heads (over each through lane), SB, NB and EB; add SB flashing yellow arrow left-turn head with protect-only operation by peak hour
Timberline & Custer	Intersection Improvements	Signing and Marking: Provide additional signing and marking to deconflict right-turns w/bicyclists
Timberline & Drake	Intersection Improvements	Signal Modification: Add EB and WB RT overlap signals/phases

### 3.2 Quantitative Scoring Criteria

Capital projects and studies progressed in the quantitative scoring. Additionally, new construction projects, identified by a judgment-based selection from new segments planned in the Montava area, were included for scoring. Studies will not be considered for overall project prioritization; however, this information will be used to prioritize these projects in the future and will be included in the Management Tool. Additional congestion and safety calculations were completed as a part of the quantitative scoring shown in **Appendix C**.

#### Crash Reduction

This criterion is a measure of the potential annual crash reduction from the recommended improvements. Crash reduction factors associated with the proposed improvements were selected from the CMF Clearinghouse to identify the potential annual crash reduction. Scoring descriptions are shown in **Table 13**. Note that separate scoring was developed for New Construction projects.

**Table 13 - Crash Reduction Per Year Score**

New Construction		Road Diets, Intersection and Corridor Improvements	
Measurement	Score	Measurement	Score
<b>Low</b> - Minimal apparent safety benefit	1	0 - 4 annual crash reduction	1
-	-	>4 - 8 annual crash reduction	2
<b>Medium</b> - Provides some benefit at existing intersections	3	>8 - 12 annual crash reduction	3
-	-	>12 - 16 annual crash reduction	4
<b>High</b> - Provides clear safety benefit to all modes of travel, particularly at intersections	5	>16 annual crash reduction	5

#### Peak Hour Delay Reduction

Level of Service (LOS) is a quantitative measure used to describe how much delay a driver experiences during individual turning movements and at intersections. LOS is calculated as an average delay per second for these specific movements during peak hours of traffic throughout the day. The Peak Hour Delay Reduction evaluation measure focuses on the average seconds of delay reduced across all peak hours of the day as a result of recommended roadway improvements. Individual intersections and non-intersection road segments are provided a score depending on how many average seconds of delay have been reduced. Scoring descriptions are shown in **Table 14**.

**Table 14 - Peak Hour Delay Reduction Score**

New Construction		Road Diets, Intersection and Corridor Improvements	
Measurement	Score	Measurement	Score
<b>Low</b> - Minimal apparent peak hour delay reduction	1	< 2 seconds	1
-	2	>2 - 4 seconds	2
<b>Medium</b> - Provides some delay reduction	3	>4 - 6 seconds	3
-	4	>6 - 8 seconds	4
<b>High</b> - Provides high delay reduction	5	>8 seconds	5

**Equity**

This criterion acknowledges the importance of considering how a project affects health and equity of the community. Fort Collins has developed a Health Equity Index (HEI) using census data specific to factors like age, disability, and access to a vehicle that affect an individual’s ability to access and use the transportation network. The HEI most vulnerable communities. Scoring is based on the values provided within this HEI. Scoring descriptions are shown in **Table 15**.

**Table 15 - Equity Score**

Measurement	Score
0 – 50	1
51 – 60	2
61 – 75	3
76 – 90	4
91 – 100	5

**Growth**

This criterion represents the expected growth in traffic annually as determined by travel demand modeling performed by the North Front Range Metropolitan Planning Organization (NFRMPO). A project’s relation to the growth score addresses the relative urgency to construct the project in time to meet future traffic demand. Scoring descriptions are shown in **Table 16**.

**Table 16 - Annual Growth Score**

Measurement	Score
< 2%	1
-	-
>2% - 4%	3
-	-
> 4%	5

### 3.3 Qualitative Scoring Criteria

Following the quantitative scoring, the capital projects and studies progressed in qualitative scoring. The qualitative scoring criteria were developed to provide a way to capture benefits and impacts to the community that are difficult to apply quantitative measure but nonetheless critical to consider to meet the values of Fort Collins. The best available information is used throughout the qualitative scoring process to facilitate initial project prioritization recommendations. These criteria are later updated as additional information through Phase 3.

#### Cost

This criterion is based on the total cost estimate for each project. The total conceptual cost includes high level estimates of construction, utilities, Right-of-Way, design fees, and construction administration costs based on the engineering judgement. Scoring descriptions are shown in **Table 17 – Cost Score**

**Table 17 – Cost Score**

Measurement	Score
\$0 - \$1,000,000	5
>\$1,000,000 - \$5,000,000	4
>\$5,000,000 - \$10,000,000	3
>\$10,000,000 - \$20,000,000	2
> \$20,000,000	1

#### Synergy

This criterion addresses the potential to support other currently funded or programmed public or private projects. This does not include compatibility with other master plans. A higher score represents a project with more direct benefit for another identified public infrastructure project or private development project and the more likely it is able to support one or both of the existing projects. Scoring descriptions are shown **Table 18**.

**Table 18 – Synergy Score**

Measurement	Score
Does not provide benefit to another public or private project.	1
-	-
May provide an approximate benefit to another public or private project.	3
-	-
Provides a direct benefit to another public or private project.	5

**Readiness**

This criterion involves an evaluation of overall complexity that may contribute to additional effort by the City of Fort Collins or the engineering teams prior to the project being ready for final design and construction. The risk to the project schedule was assigned to each of the sub criterion to determine this score, including likelihood of funding, need for right-of-way acquisition, impact to rail or utilities as well as utility relocation by others, and potential environmental impacts. Due to the potential for schedule risks to overlap, the highest schedule risk is used to rank each project. Scoring descriptions are shown in **Table 19**.

**Table 19 - Readiness Score**

Sub Criterion	Measurement	Risk to Schedule (Months)
Right of Way Impact	None - No ROW or Easements are identified	0
	Minor - Only a few parcels need ROW or easements (ex: Intersection Improvement)	9
	Major - More than 5 parcels will need ROW of easements (ex: corridor improvement)	18
Railroad or Utility Impact	Low - No or minimal impact to utilities (ex: striping project)	6
	Medium - Some utilities may be impacted (ex: moving curb)	12
	High - Extensive utility impacted anticipated (ex: corridor widening project)	18
Environmental Impact	Low - No or minimal environmental resources are impacted (ex: striping project)	2
	Medium - Some environmental resources are impacted (ex: moving curb)	12
	High - Extensive environmental resources impacted (ex: new location corridor improvement)	24
Availability of Funding Impact	Programmed - Project is in progress and funding has been secured.	4
	Sources Identified - Projects that have options of potential funding.	18
	None - Project is on hold due to other issues.	36

Measurement	Score
0 – 12 months	5
>12 – 24 months	3
> 24 months	1

**Multimodal Benefit**

The multimodal benefit criterion considers a project’s relative benefit to the multimodal network, such as addressing connectivity or improving comfort, and evaluates how well the project will reduce dependency on single-occupancy vehicles and create safe options for people to ride, walk, and take transit. Increased ability of a project to support this mode shift additionally helps to implement goals of the Climate Action Plan. The scoring for this measure is based on a qualitative analysis of how the project contributes to the overall multimodal network. This scoring for this criterion combines input from other Fort Collins plans including the AMP and Transit Master Plan. A direct benefit signifies that AMP recommendations are accomplished with the project, while an indirect benefit signifies that AMP recommendations can be partially completed to setup for the future. A project with a transit benefit has an existing or proposed transit facility within the project limits. Scoring descriptions are shown in **Table 20**.

**Table 20 - Multimodal Benefit Score**

AMP Benefit	Transit Plan Benefit	Score
None	No	1
None	Yes	2
Indirect	No	2
Indirect	Yes	3
Direct	No	4
Direct	Yes	5

**Community**

The Community criterion considers how well implementation of the project addresses community needs and interests. Scoring is based on whether the project will address feedback received from public engagement surveys, as well as the proximity and connectivity of the project to identified Community Activity Centers. Public engagement results and Community Activity Center locations are noted in the Screening Tool. Scoring descriptions are shown in **Table 21**.

**Table 21 - Community Score**

Number of Public Comments	Benefit to Community Activity Center	Score
0 comments	No	1
	Yes	2
1 – 5 comments	No	3
	Yes	3
> 6 comments	No	4
	Yes	5

### 3.4 City Plans

As part of the City's Long-Range Planning efforts, the city has developed and adopted the Vision Zero Action Plan and Active Modes Plan to establish a safer transportation network for all users.

#### 3.4.1. Vision Zero Action Plan Alignment

The City of Fort Collins has embraced the Vision Zero approach to transportation safety, reaffirming its commitment to creating streets where no one is at risk of losing their life or sustaining serious injuries. In April 2023, the Vision Zero Action Plan was adopted. Through coordination during the TCPSS, the project recommendations align with the high injury network and the recommended treatment types outlined in the Vision Zero Action Plan. Approximately half of the project recommendations are along the high injury network.

#### 3.4.2. Active Modes Plan Alignment

The Active Modes Plan was adopted in December 2022. The project teams from both the Active Modes Plan (AMP) and TCPSS collaborated to align criteria and project recommendations throughout the TCPSS process. The project locations selected within the TCPSS process incorporate recommendations from the Active Modes Plan, aligning with the City's vision for the future. Specific recommendations include the addition of separated bicycle lanes, protected intersections, access management, updated pedestrian crossings, leading pedestrian intervals (LPIs), medians, recommended signal improvements, refuge islands, road diets, and lane narrowing.

### 3.5 Phase 2 Results

The total score for each project is calculated by applying a weighting scheme to each scoring criterion and summing the values. The weighting scheme primarily emphasizes improving safety and enhancing multimodal features at each project location, with a secondary focus on projects that are "ready" for construction, benefit multiple departments within Fort Collins, and provide equitable solutions across the area. While other criteria, such as delay, growth, cost and community, remain important, they are not the primary factors for prioritizing projects at this stage. The weighting scheme used is outlined in **Table 22**.

**Table 22 -Weighting Scheme**

Delay	Safety	Health Equity	Growth	Cost	Readiness	Multimodal Benefit	Synergy	Community
1	4	2	1	1	3	4	3	1

The top 15 projects that have been recommended to move into Phase 3 for continued development and prioritization refinement as shown in **Table 23**.

**Table 23 - Initial Project Recommendation List**

Project Name	Project Type	Score	Project Status	Rank
E Troutman Parkway & JFK Parkway Corridor Improvements	Road Diet	78	Active	1
S Shields Street & W Prospect Road Intersection Improvements	Intersection Improvements	77	Active	2
S Overland Trl & W Elizabeth St Intersection Improvements	Intersection Improvements	75	In Progress	-
S Shields Street & W Horsetooth Road Intersection Improvements	Intersection Improvements	74	Active	3
N Timberline Road Overpass at E Vine Drive	New Construction	74	Active	4
Jefferson Street Corridor Improvements	Road Diet	72	In Progress	-
Boardwalk Drive & Harmony Road Signal Improvements	Intersection Improvements	71	Active	5
Drake Road Corridor Improvement	Road Diet	69	Active	6
S Shields Street & W Plum Street Intersection Improvements	Intersection Improvements	67	Delayed	-
Lemay Avenue & Drake Road Intersection Improvements	Intersection Improvements	67	Active	7
N Timberline Road - Segment 1 - Roadway Improvements	New Construction	67	Active	8
Heatheridge Road & W Prospect Road Intersection Improvements	Intersection Improvements	66	Active	9
N Timberline Road - Segment 2 Roadway Improvements	New Construction	66	Active	10
College Avenue & Drake Road Intersection Improvements	Intersection Improvements	66	In Progress	-
Shields Street Corridor Improvements	Road Diet	58	Active	11
Suniga Road Roadway Improvements	New Construction	58	Active	12
E Prospect Rd Corridor Improvements	Corridor Improvements	58	Active	13
S Timberline Road & E Harmony Road Intersection Improvements	Intersection Improvements	57	Active	14
E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	Intersection Improvements	55	Active	15
S Timberline Road & E Horsetooth Road Intersection Improvements	Intersection Improvements	55	Inactive	-
Ziegler Road Diet	Road Diet	55	Delayed	-
Giddings Road	New Construction	54	Inactive	-
S Timberline Road & E Prospect Road	Intersection Improvements	51	Inactive	-
Turnberry Road	New Construction	50	Inactive	-
Timberline Road & Carpenter Road (County Road 392) Intersection Improvements	Intersection Improvements	50	Inactive	-
Taft Hill Road Corridor Improvements	Corridor Improvements	46	Inactive	-

*Active = Recommended for Phase 3 Conceptual Design*

*In Progress = Initial designs in progress*

*Delayed = Not Recommended for further study due to external factors*

*Inactive = Not recommended for conceptual design at this time*



## 4. PHASE 3 - CONCEPT DEVELOPMENT

The recommended list of projects developed in Phase 2 were carried into Phase 3 for conceptual design development, high-level cost estimation, and environmental screening. These projects, as shown in **Table 24**, are the most likely candidates for implementation to the capital projects program as funding is identified.

**Table 24 - Conceptual Project List**

Project ID	Project Name	Scope	Project Type
A	E Troutman Parkway & JFK Parkway Corridor Improvements	Implement a road diet on Troutman Pkwy and JFK Pkwy to add separated bike lanes.	Road Diet
B	S Shields Street & W Prospect Road Intersection Improvements	Implement protected intersections at Shields St and Prospect Rd, as well as at Stuart St, along with the addition of separated bike lanes on Shields St.	Intersection Improvements
C	S Shields Street & W Horsetooth Road Intersection Improvements	Add protected intersection at Shields St and Horsetooth Rd. Extend southbound left-turn lane, add separate bike lanes on Shields St.	Intersection Improvements
D	Drake Road Corridor Improvement	Implement a road diet on Drake Rd from Overland Trail to Taft Hill Rd to add separated bike lanes.	Road Diet
E	Lemay Avenue & Drake Road Intersection Improvements	Reconfigure intersection slip lanes for multimodal safety, and lane diet on Drake Rd to accommodate side paths.	Intersection Improvements
F	N Timberline Road - Segment 1 - Roadway Improvements	Widen Timberline Rd from Lincoln Ave to Vine Dr to a four-lane divided facility with separated bike lanes.	New Construction
G	N Timberline Road - Segment 2 Roadway Improvements	Widen Timberline Rd from Vine Dr to Mountain Vista to a four-lane divided facility with separated bike lanes.	New Construction
H	Heatheridge Road & W Prospect Road Intersection Improvements	Replace existing HAWK with full, three-leg traffic signal and improve pedestrian crossings.	Intersection Improvements
I	Shields Street Corridor Improvements	Implement a road diet on Shields St from Mulberry Ave to Mountain Ave to add separated bike lanes.	Road Diet
J	N Timberline Road Overpass at E Vine Drive	Grade separation of Timberline Rd over Vine Drive with multimodal connections.	New Construction
K	Boardwalk Drive & Harmony Road Signal Improvements	Signal/mast arm improvements.	Intersection Improvements
L	E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	Signal improvements on JFK Pkwy with widening on Hogan Dr to improve lane alignment.	Intersection Improvements
M	Suniga Road Roadway Improvements	Extend Suniga Rd from Lemay Ave to Timberline Rd.	New Construction
N	E Prospect Rd Corridor Improvements	Widen Prospect Rd to a four-lane median divided facility with off street bike facilities.	Corridor Improvements
O	S Timberline Road & E Harmony Road Intersection Improvements	Add 3 <sup>rd</sup> NB and SB through lanes with separated bike lanes on Timberline Rd. Add protected intersection at Timberline Rd and Harmony Rd	Intersection Improvements

## 4.1 Concept Design

Conceptual designs have been prepared for the projects listed in **Table 24**. These designs, drawn using aerial imagery as basemaps, show proposed solutions that align with the project goals. The designs use existing parcel lines and achieve a feasible solution that balances impacts and costs. All projects primarily focus on implementing safe solutions for all modes of travel, with an additional emphasis on enhancing bicycle and pedestrian infrastructure. The following section provides a summary of the goals and general focus for each project type. **Appendix D** includes conceptual design figures.

### 4.1.1. Road Diets

Three of the conceptual designs fall under the road diet category. The general scope of this project type was to reduce the number of lanes on the existing 4 or 5 lane roadway sections to 3 lanes while incorporating separated bicycle facilities. The primary focus of these improvements is to provide a low cost implementation by utilizing flexible delineators and other protective measures to achieve the road diet and positive separation for bicyclists along the facility. These projects involve no right-of-way (ROW) acquisition, minimal easements and utility impacts. Limited concrete work may be necessary at certain locations along the corridor. Given the existing pavement width, concrete and temporary treatments to narrow the typical section at targeted locations were included to effectively reduce vehicle speeds using design elements.

For future considerations, streetscape-style projects can be explored, incorporating design elements such as sidewalk-grade bike lanes, raised medians, roundabouts, and other features as part of a final or future solution. It is important to make efforts in the current design to identify the future typical section and any constraints to align the temporary and future corridors.

### 4.1.2. Intersection Improvements

Many of the recommendations focused on intersection improvements, which can be further categorized into two types: simpler signal upgrades and more complex geometric changes. Signal upgrade projects primarily involve modifying the existing phasing, extending mast arms, or upgrading cabinets to enhance safety at the intersection. These projects typically require minor to no right-of-way (ROW) acquisition, have minimal impacts on utilities, and pose lower environmental concerns.

Another category of intersection improvements includes geometric modifications. These projects aim to incorporate elements from TCPPS and the Active Modes Plan, such as protected intersections, sidewalk-grade bike lanes, or separated bike lanes, while also improving safety and signal operation at the intersection. These projects generally require minor to medium right-of-way (ROW), have medium utility impacts, and pose lower environmental concerns, primarily due to their location within urban environments.

As the intersection projects progress to the next phase, it is recommended to conduct further studies on signal operational improvements to ensure a balance between safety for all users and congestion management. Additionally, it is advised to reassess the role of medians in terms of access control and safety, particularly on 5-lane sections, and explore potential enhancements in these areas.

#### 4.1.3. Corridor Improvements

For this current round of prioritization, one project is classified as a Corridor Improvement. The Prospect Road Corridor project aims to enhance the transportation infrastructure by adding off-street bicycle facilities and restriping the existing facility to accommodate four lanes.

During the planning of this project, a significant natural area on the corridor has been taken into consideration. Strategic locations along the corridor have been identified to minimize impacts while incorporating the off-street bike facility. Efforts are being made to ensure that the project design considers the preservation and conservation of the natural area.

#### 4.1.4. New Construction

The new construction project type includes projects that are either entirely located in undeveloped areas, involve grade separations, or encompass significant widening from the existing cross section. These projects incorporate recommendations from the Master Street Plan and AMP, such as the inclusion of separated bike facilities or side paths, as well as the identification of suitable locations for roundabouts or protected intersections.

For this project type, it is assumed that right-of-way (ROW) dedication and/or Transportation Capital Expansion Fee (TCEF) contributions from adjacent developments are necessary to ensure the project's viability from a cost-benefit perspective. Since these projects involve capacity additions, it is recommended to conduct a thorough study of long-term traffic forecasts prior to the next phase of design to confirm the appropriate typical section. Initial ROW requirements and cost estimates were generated using LCUASS typical sections. Further study of the typical section is advised before the next phase to optimize multimodal benefits within the corridors.

## 4.2 Cost Estimation

High-level cost estimates have been prepared for each recommended project, encompassing construction, right of way, utility relocation, engineering fees, and construction administration costs. These estimates are derived from historical city cost data, providing a reliable basis for understanding the projected expenses associated with each project.

As mentioned in the previous section, certain projects may require contributions from the Transportation Capital Expansion Fee (TCEF) or right-of-way (ROW) dedication to ensure their economic feasibility. This information is summarized on the project summary sheets for each individual project in **Appendix D**.

### 4.3 Environmental Study

Olsson completed a desktop review of publicly available datasets to identify potential environmental resources within expected project boundaries of individual projects. The objective of the review was to evaluate each project for impacts to environmental features and possible environmental risks. The desktop review was completed by investigating publicly available datasets, which depict the potential locations of a variety of environmental resources. The datasets were compiled in a geographic information system (GIS), and map figures are included in **Appendix E**. The following publicly available resources were used to complete the desktop review:

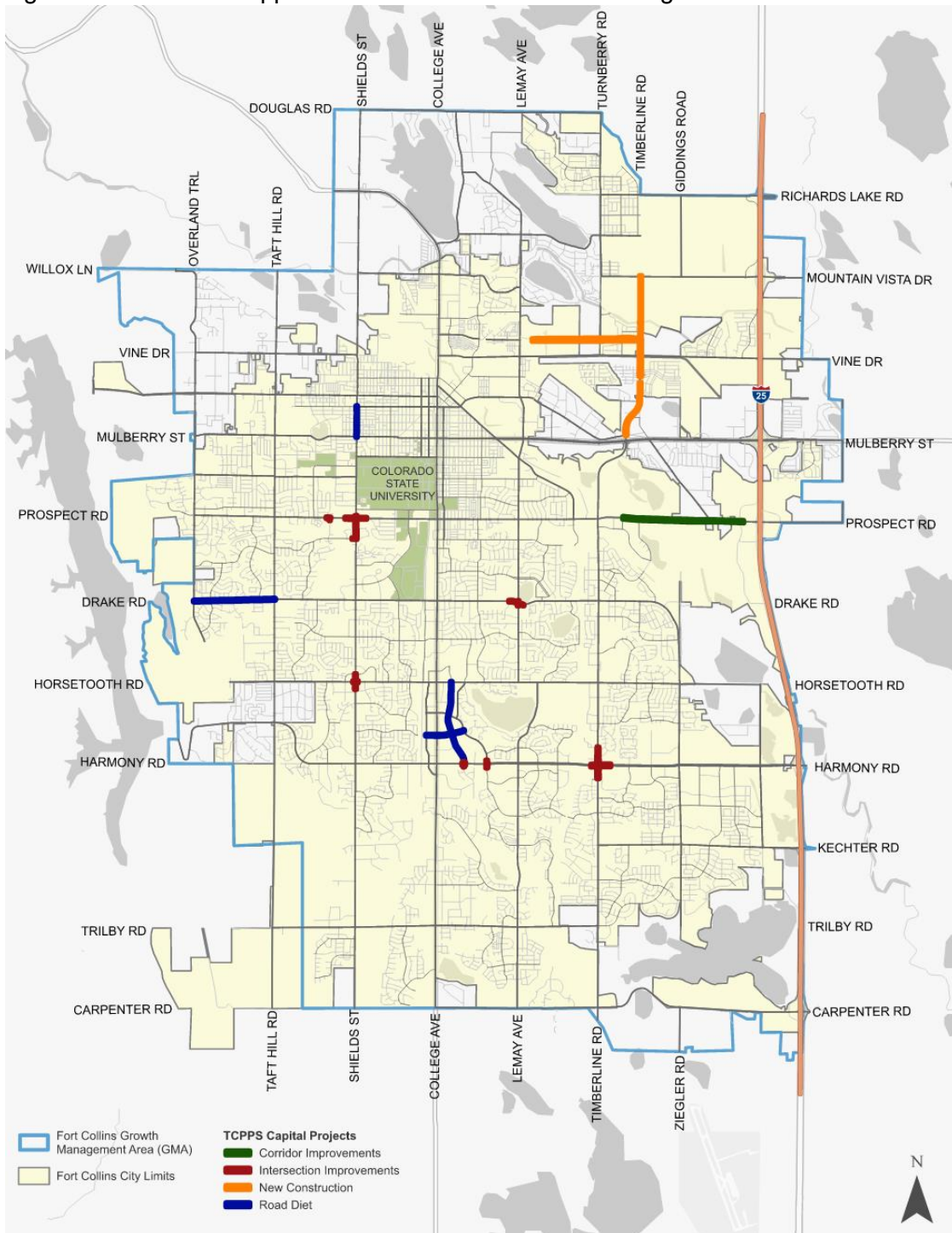
- Soil Survey Geographic (SSURGO) Database (USDA Natural Resources Conservation Service [NRCS] 2018)
- Colorado Parks and Wildlife (CPW). 2022. Non-Disclosure Agreement Nest Data
- USGS 2022 National Hydrography Dataset (NHD). U.S. Dept. of the Interior, U.S. Geological Survey
- National Wetlands Inventory (NWI), Version 2 (U.S. Fish and Wildlife Service [USFWS] 2020)
- Colorado Parks and Wildlife (CPW) and Colorado Oil and Gas Conservation Commission (COGCC) SB 181 High Priority Habitat (HPH) (2022)
- U.S. Geological Survey (USGS) Gap Analysis Project (GAP) 2022, Protected Areas Database of the United States (PAD-US) Version 3.0
- City of Fort Collins Natural Areas 2022
- National Flood Hazard Layer (NFHL) Larimer County, FEMA Floodplain 2022

Based on the desktop review of these resources, individual projects have been categorized according to perceived environmental impacts and need for further analysis, as described below. Three categories were used to summarize the environmental risk based on this initial desktop review. The Low-Risk category indicates no environmental features were observed within the project impact area. The Medium-Risk category indicates that wildlife resources or a raptor nesting boundary was observed intersecting with the project area of impact, but no wetlands or other water resources including potentially jurisdictional Waters of the United States (WOTUS) were observed within the project area. The High-Risk category indicates that wetlands or other water resources including potentially jurisdictional Waters of the United States (WOTUS) were observed within the project area and may include other observed environmental features within the project area.

Field visits should be conducted for individual projects where one or more environmental factors potentially impact the site has been observed. The need for an additional Environmental Database Report (EDR) was determined based on the level of anticipated surface impacts for an individual project, where those projects with substantial new surface impacts were determined to need an EDR.

### 4.4 Project Summary Sheets

The subsequent pages provide a summary of each project, including its description, goals, scores, and current as well as future project considerations. Detailed scores and considerations are found **Appendix F**. The project team collaborated closely with the City to ensure that each project aligns with its goals and identified opportunities for both the current design and future enhancements.



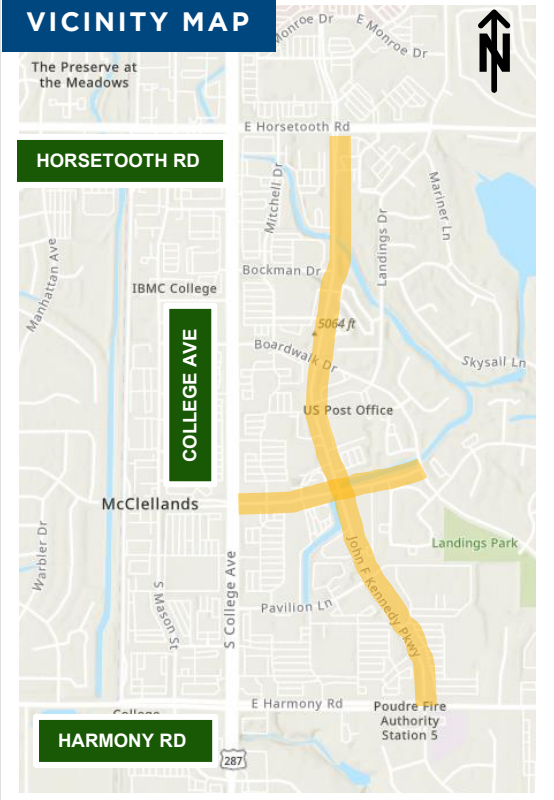
# PROJECT A | E Troutman Parkway & JFK Parkway Corridor Improvements

**Location:** Troutman Pkwy from S College Ave to Boardwalk Dr & JFK Pkwy from Harmony Rd to E Horsetooth Rd

**Project Type:** Road Diet

**Project Description:** Restripe Troutman Pkwy. and JFK Pkwy. to add separated bike lanes and remove one travel lane in each direction. Potential access restrictions near College Ave. Consider RRFB on north side at Pavilion Ln. and JFK Pkwy. Signal modifications concurrent to lane realignment at JFK Parkway at Troutman Pkwy, Boardwalk Dr, and Horsetooth Rd Intersections.

**Goals:** Improve safety and provide a parallel bike route to College Ave. by adding dedicated/protected bicycle facilities. Reduce speeds through geometric improvements. Temporary, short-term improvements to provide low-cost solutions.



## FINAL DESIGN CONSIDERATIONS

- Evaluate access control and raised medians
- Evaluate traffic calming measures at intersections to promote speed reduction
- Evaluate typical section widths
- Evaluate temporary measures to prevent right hooks
- Consider two stage crossing for cyclist left turns

## FUTURE DESIGN CONSIDERATIONS

- Evaluate final streetscape typical section; including raised and landscaped medians, separated bike lanes.
- Consider intersection reconfiguration including roundabouts or protected intersections.
- Evaluate long term access control

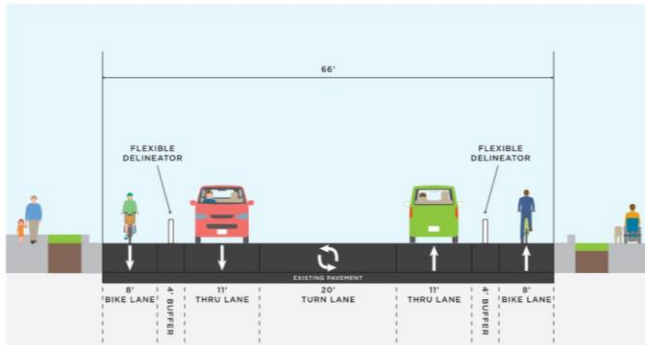
**Total Cost:** \$2,518,000  
**Construction Cost:** \$2,098,000  
**Design & CEI Cost:** \$420,000  
**ROW & Utility Cost:** N/A

TOTAL SCORE = 81			
CRITERIA TIER 1		CRITERIA TIER 2	
Delay	1	Cost	4
Safety	5	Readiness	3
Equity	4	Multimodal	5
Growth	1	Synergy	5
		Community	3

## MAINTENANCE & OPERATIONS

- Increased snow maintenance operations and specialized equipment needed for street grade separated bike lanes
- Long term maintenance and replacement costs of flexible delineators

## PROJECT IMAGES



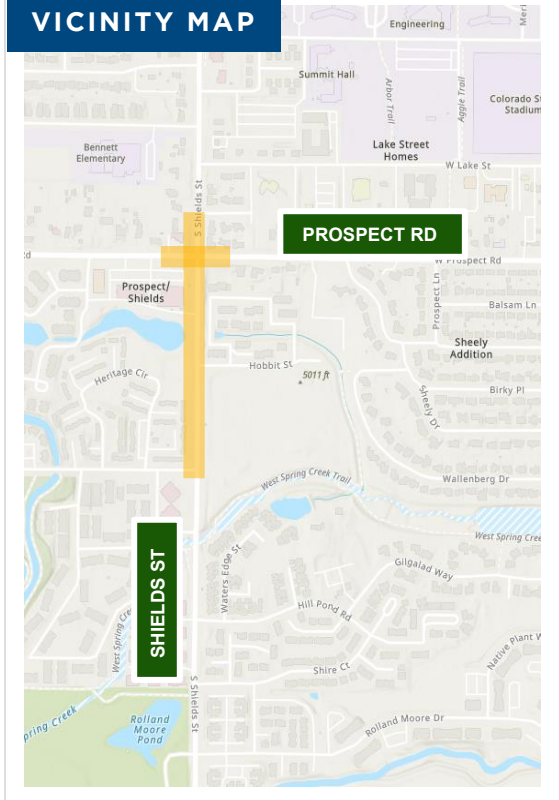
# PROJECT B | S Shields Street & W Prospect Road Improvements

**Location:** Shields St from W Stuart St to W Prospect Rd

**Project Type:** Intersection Improvements

**Project Description:** Protected intersection at Shields St and Prospect Rd with added WB right turn lane. Evaluate to convert to single left turn lanes eastbound and westbound on Prospect Rd. Consider signal rebuild and FYA implementation. Protected intersection at Stuart St and Shields St. Shields St from Stuart St to Prospect Rd add separated bike lanes by lane diet.

**Goals:** Improve safety along arterials and at intersections for multimodal users.



## FINAL DESIGN CONSIDERATIONS

- Evaluate full signal rebuild with longer mast arms for FYA implementation
- Evaluate raised crossings at driveways
- Right-in/right-out with tight radii
- Evaluate turning vehicles and island sizing

## FUTURE DESIGN CONSIDERATIONS

- Shields St/Prospect Rd typical section; evaluate road/lane diet potential
- If a road diet is feasible, consider additional raised medians, access control and roundabouts.
- Consider near side signals

**Total Cost:** \$8,680,000  
**Construction Cost:** \$7,066,000  
**Design & CEI Cost:** \$1,414,000  
**ROW & Utility Cost:** \$200,000

TOTAL SCORE = 84			
CRITERIA TIER 1		CRITERIA TIER 2	
Delay	3	Cost	3
Safety	5	Readiness	3
Equity	5	Multimodal	5
Growth	1	Synergy	5
		Community	3

## MAINTENANCE & OPERATIONS

- Separate snow maintenance beyond plowing for protected intersection
- Evaluation of snow removal practices at complex intersections

## PROJECT IMAGES



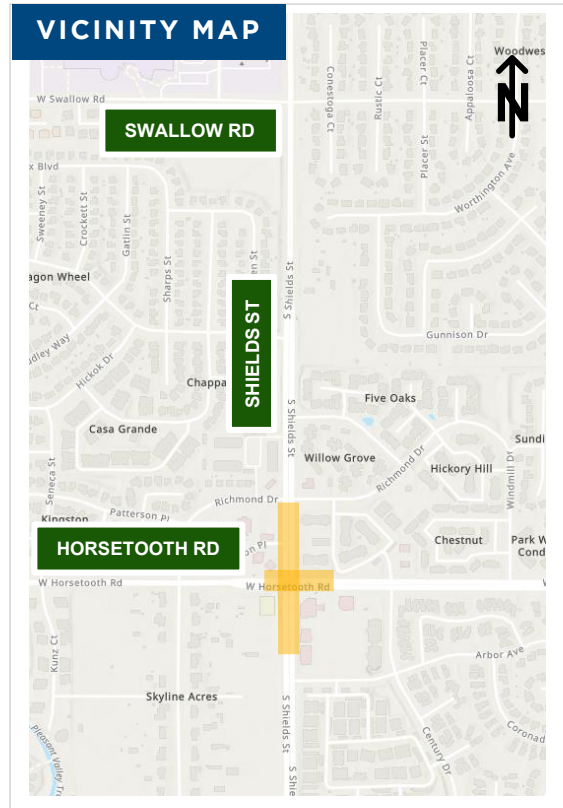
# PROJECT C | S Shields St & W Horsetooth Rd Intersection Improvements

**Location:** Shields St and Horsetooth Rd Intersection

**Project Type:** Intersection Improvement

**Project Description:** Protected intersection at Shields St and Horsetooth Rd with accommodation for future protected bike lanes on Shields St. Add protected-only SB left phase. Extend SB left turn lane storage. Access control at Richmond Dr. Add separate bike lanes on Shields St from Horsetooth Rd to Richmond Dr.

**Goals:** Improve safety along arterials and at intersections for multimodal users.



## FINAL DESIGN CONSIDERATIONS

- Evaluate the need for right turn lanes at private access near intersection
- At grade bike and pedestrian crossings
- Evaluate turning vehicles and island sizing

## FUTURE DESIGN CONSIDERATIONS

- Shields St typical section; evaluate road/lane diet potential
- If a road diet is feasible, consider additional raised medians, access control and roundabouts.
- Consider near side signals

**Total Cost:** \$3,746,000  
**Construction Cost:** \$3,038,000  
**Design & CEI Cost:** \$608,000  
**ROW & Utility Cost:** \$100,000

## MAINTENANCE & OPERATIONS

- Increased snow maintenance operations and specialized equipment needed for street grade separated bike lanes
- Evaluation of snow removal practices at complex intersections
- Long term maintenance and replacement costs of flexible delineators

**TOTAL SCORE = 64**

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	1	Cost	4
Safety	5	Readiness	3
Equity	2	Multimodal	5
Growth	1	Synergy	1
		Community	2

## PROJECT IMAGES





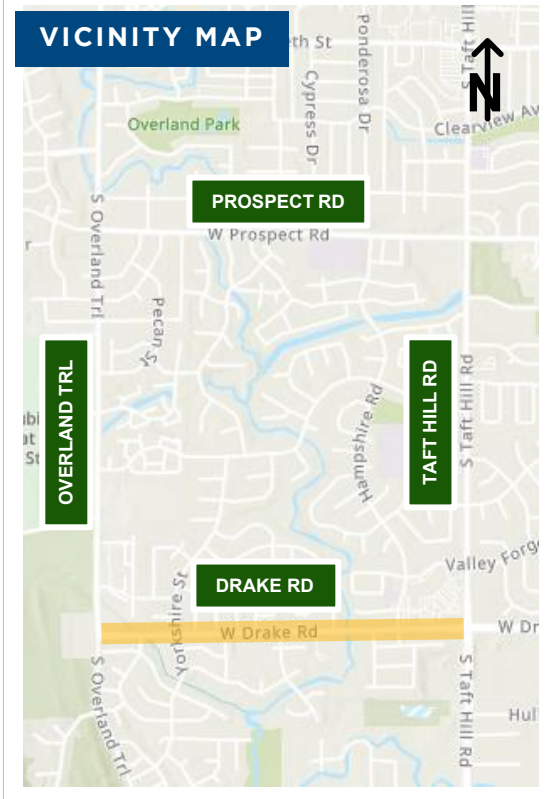
# PROJECT D | Drake Road Corridor Improvement

**Location:** Drake Rd from Overland Trl to Taft Hill Rd

**Project Type:** Road Diet

**Project Description:** Restripe Drake Road to add separated bike lanes and remove one travel lane in each direction. Signal modifications concurrent to lane realignment at Yorkshire.

**Goals:** Improve safety by adding dedicated/protected bicycle facilities. Reduce speeds through geometric improvements. Temporary, short-term improvements to provide low-cost solutions.



## FINAL DESIGN CONSIDERATIONS

- Evaluate access control and raised median
- Evaluate traffic calming measures at intersections to promote speed reduction
- Evaluate typical section widths
- Evaluate temporary measures to prevent right hooks
- Consider two stages crossing for cyclist left turns

## FUTURE DESIGN CONSIDERATIONS

- Evaluate final streetscape typical section; including raised medians, separated bike lanes.
- Consider upgraded intersections and roundabouts
- Evaluate improvements at Overland Trl to further improve bike safety

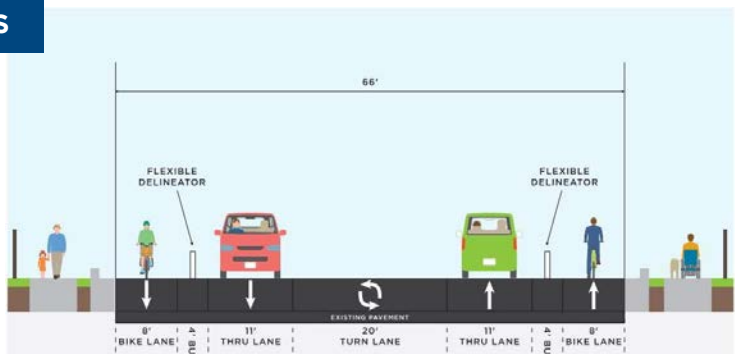
**Total Cost:** \$2,115,000  
**Construction Cost:** \$1,761,000  
**Design & CEI Cost:** \$354,000  
**ROW & Utility Cost:** N/A

TOTAL SCORE = 72			
CRITERIA TIER 1		CRITERIA TIER 2	
Delay	1	Cost	4
Safety	4	Readiness	3
Equity	3	Multimodal	4
Growth	1	Synergy	5
		Community	4

## MAINTENANCE & OPERATIONS

- Increased snow maintenance operations and specialized equipment needed for street grade separated bike lanes
- Long term maintenance and replacement costs of flexible delineators

## PROJECT IMAGES



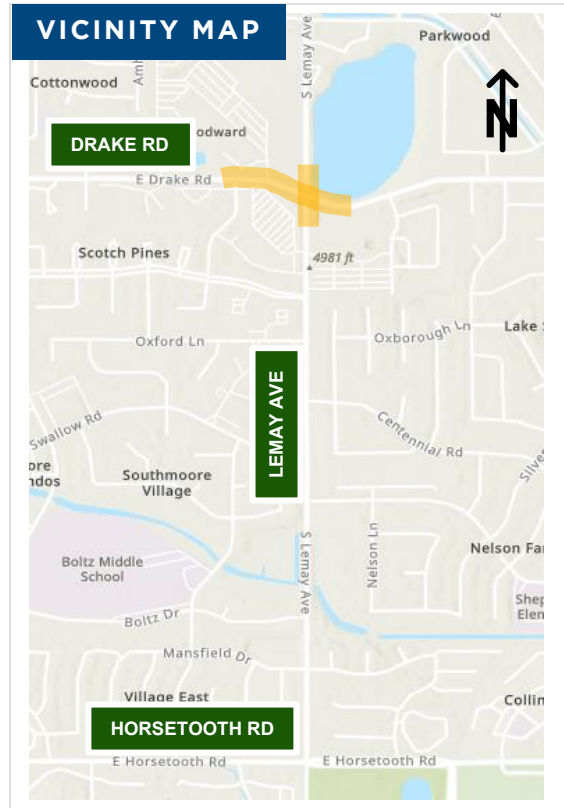
# PROJECT E | Lemay Avenue & Drake Road Intersection Improvements

**Location:** Lemay Ave and Drake Rd Intersection

**Project Type:** Intersection Improvement

**Project Description:** Narrow existing lanes on Drake Rd to incorporate sidepaths and increase EB and WB intersection sight distance. Add SB right turn lane with overlap phase; add WB right turn lane overlap phase. Evaluate access control on Drake Road. Redesign existing right turn channelized lanes to improve bike ped safety.

**Goals:** Improve safety by adding geometric intersection improvements and sidepaths.



## FINAL DESIGN CONSIDERATIONS

- Consider full signal rebuild
- Evaluate installation of queue detection system for WB right turn lane to mitigate rear end crashes
- Coordinate with future SB Right Turn Lane Project on Lemay Ave

## FUTURE DESIGN CONSIDERATIONS

- Evaluate Drake Road typical section; evaluate road diet
- If a road diet is feasible, consider raised medians, access control and alternative intersection types.

**Total Cost:** \$4,850,000  
**Construction Cost:** \$3,756,000  
**Design & CEI Cost:** \$755,000  
**ROW & Utility Cost:** 342,000

TOTAL SCORE = 77			
CRITERIA TIER 1		CRITERIA TIER 2	
Delay	3	Cost	4
Safety	4	Readiness	3
Equity	3	Multimodal	5
Growth	1	Synergy	5
		Community	3

## MAINTENANCE & OPERATIONS

- Increased snow maintenance operations for sidepaths

## PROJECT IMAGES



# PROJECT F | N Timberline Road - Segment 1 - Roadway Improvements

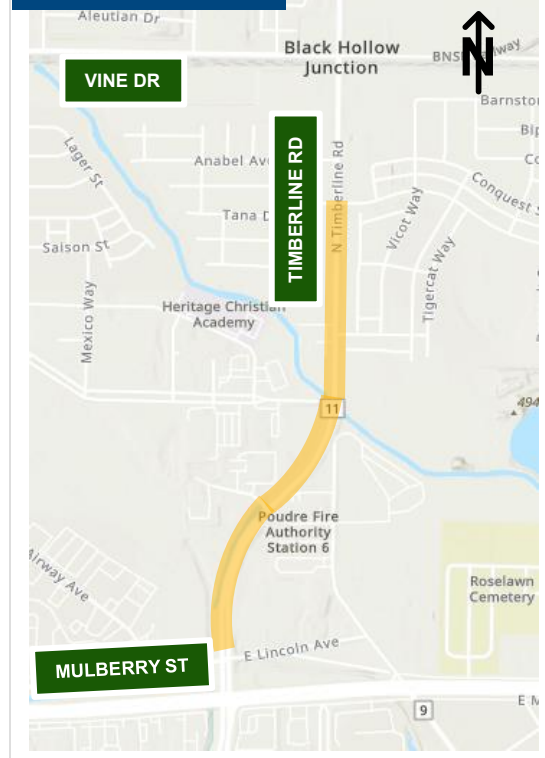
**Location:** Timberline Rd from E Lincoln Ave to Sykes Dr

**Project Type:** New Construction

**Project Description:** Widen Timberline Rd from Lincoln Ave to Sykes Dr to a 4-lane divided facility with separated bike lanes.

**Goals:** Widen roadway to accommodate future development. Improve multimodal connectivity.

## VICINITY MAP



**Total Cost:** \$12,264,000  
**Construction Cost:** \$8,933,000  
**Design & CEI Cost:** \$1,519,000  
**ROW & Utility Cost:** \$1,812,000

### FINAL DESIGN CONSIDERATIONS

- Evaluate typical section widths
- Identify locations to install bulb-outs (minor intersections) to reduce crossing distance
- Verify typical section lane widths, buffer bike lane and sidewalk widths.
- Review traffic model to verify future lanes needed.
- Coordinate with future adjacent projects.

### FUTURE DESIGN CONSIDERATIONS

- Evaluate LCUASS standard section for compliance with recommendations of AMP

### MAINTENANCE & OPERATIONS

- Increased snow maintenance operations for widened/median divided roadway and separated sidewalk and bike facilities.

**TOTAL SCORE = 70**

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	5	Cost	2
Safety	3	Readiness	3
Equity	5	Multimodal	4
Growth	3	Synergy	3
		Community	4

### PROJECT IMAGES



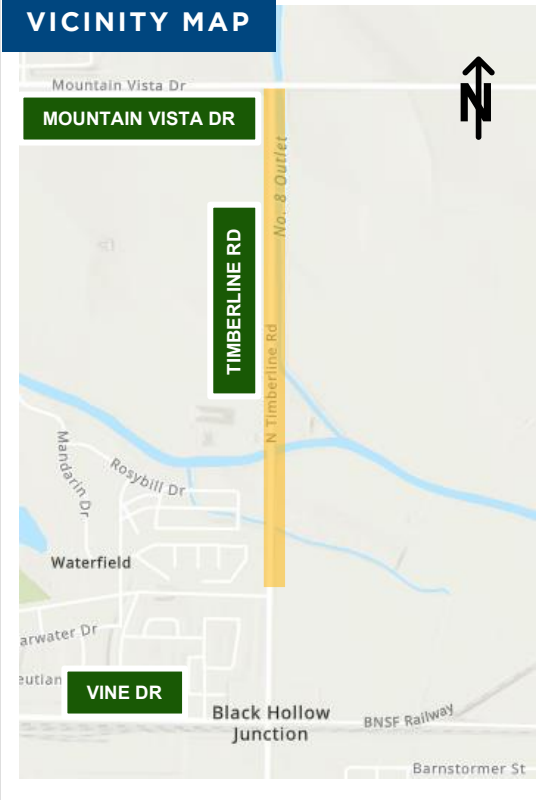
# PROJECT G | N Timberline Road - Segment 2 Roadway Improvements

**Location:** Timberline Rd from Suniga Rd to Mountain Vista Dr

**Project Type:** New Construction/Widening

**Project Description:** Widen Timberline Rd from Suniga Rd to Mountain Vista Dr to a 4 lane divided facility with separated bike lanes.

**Goals:** Widen roadway to accommodate future development. Improve multimodal connectivity.



## FINAL DESIGN CONSIDERATIONS

- Evaluate typical section widths
- Identify locations for bulb-outs (minor intersections) to reduce crossing distance
- Verify typical section lane widths, buffer bike lane and sidewalk widths.
- Review traffic model to verify future lanes needed.
- Coordinate with future adjacent projects.

## FUTURE DESIGN CONSIDERATIONS

- Evaluate LCUASS standard

**Total Cost:** \$12,452,000  
**Construction Cost:** \$8,933,000  
**Design & CEI Cost:** \$1,519,000  
**ROW & Utility Cost:** 2,000,000

TOTAL SCORE = 69			
CRITERIA TIER 1		CRITERIA TIER 2	
Delay	3	Cost	2
Safety	3	Readiness	3
Equity	3	Multimodal	5
Growth	5	Synergy	3
		Community	3

## MAINTENANCE & OPERATIONS

- Increased snow maintenance operations for widened/median divided roadway and separated sidewalk and bike facilities.

## PROJECT IMAGES



# PROJECT H | Heatheridge Rd & W Prospect Rd Intersection Improvements

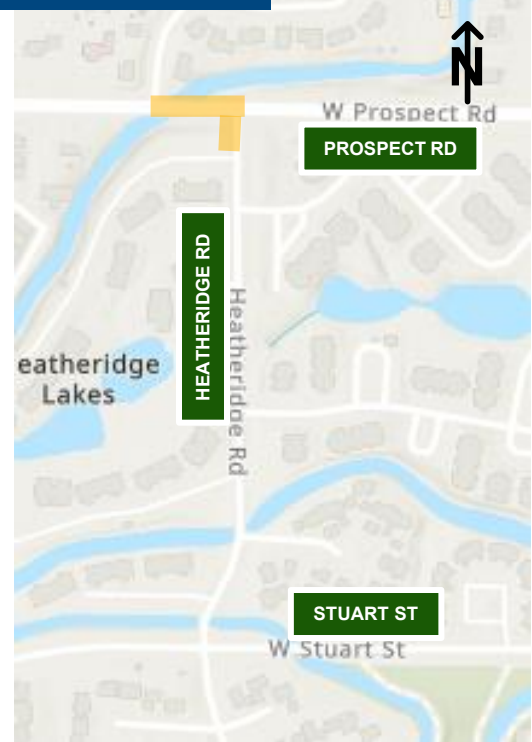
**Location:** Heatheridge Rd and Prospect Rd Intersection

**Project Type:** Intersection Improvements

**Project Description:** Replace existing HAWK with full three-leg traffic signal. Add advance crossing signs, raised median/pedestrian refuge on west leg for speed mitigation and added protection for pedestrians.

**Goals:** Improve intersection safety for pedestrians and cyclists, specifically for children crossing in platoons to school.

## VICINITY MAP



### FINAL DESIGN CONSIDERATIONS

- Push button considerations
- Evaluate traffic lane assignment needs on Heatheridge Roads to make room for protected bike facility
- Evaluate bus stop location
- Consider LPI/LBIs.
- Consider intersection curb extensions to reduce crossing distance

### FUTURE DESIGN CONSIDERATIONS

- Evaluate Prospect Road typical section; evaluate road diet
- If a road diet is feasible, consider raised medians, access control and alternative intersection types.
- Coordinate with Network Level Traffic Study

Total Cost: \$1,519,000  
 Construction Cost: \$1,212,000  
 Design & CEI Cost: \$243,000  
 ROW & Utility Cost: \$63,500

**TOTAL SCORE = 69**

TIER 1		TIER 2	
Delay	1	Cost	4
Safety	2	Readiness	3
Equity	4	Multimodal	5
Growth	1	Synergy	5
		Community	3

### MAINTENANCE & OPERATIONS

- No change

### PROJECT IMAGES



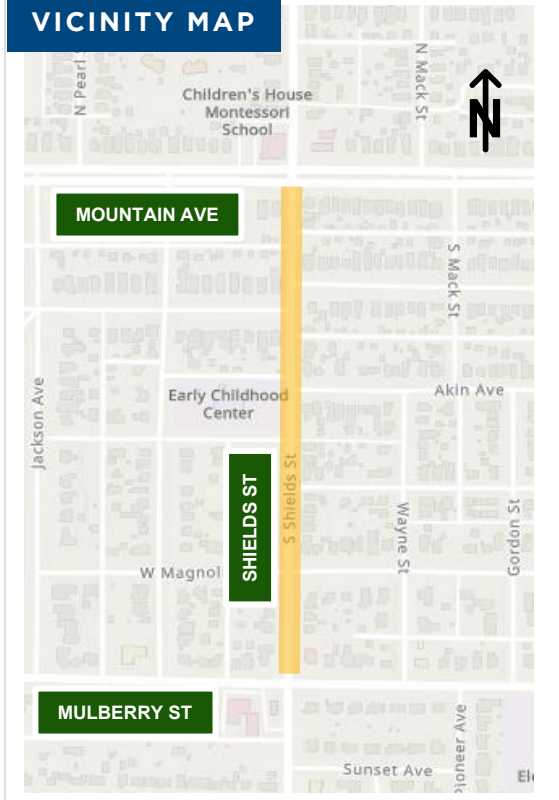
# PROJECT I | Shields Street Corridor Improvements

**Location:** Shields St from Mulberry St to Mountain Ave

**Project Type:** Road Diet

**Project Description:** Restripe Shields St to add separated bike lanes with reduced lane configuration. Modify operations to increase separation for pedestrians; consider phase separation or exclusive pedestrian phase at Mulberry St.

**Goals:** Improve safety by adding dedicated/protected bicycle facilities. Reduce speeds through geometric improvements. Temporary, short-term improvements to provide low-cost solutions.



**Total Cost:** \$460,000  
**Construction Cost:** \$382,000  
**Design & CEI Cost:** \$78,000  
**ROW & Utility Cost:** N/A

## FINAL DESIGN CONSIDERATIONS

- Evaluate access control and raised medians
- Evaluate traffic calming measures
- Evaluate temporary measures to prevent right hooks
- Consider two stages crossing for cyclist left turns
- Evaluate temporary protection types to keep access to driveways

## FUTURE DESIGN CONSIDERATIONS

- Evaluate final streetscape typical section; including raised medians, separated bike lanes.
- Consider protected intersections and roundabouts
- Evaluate long term access control
- Consider Network Level Traffic Study

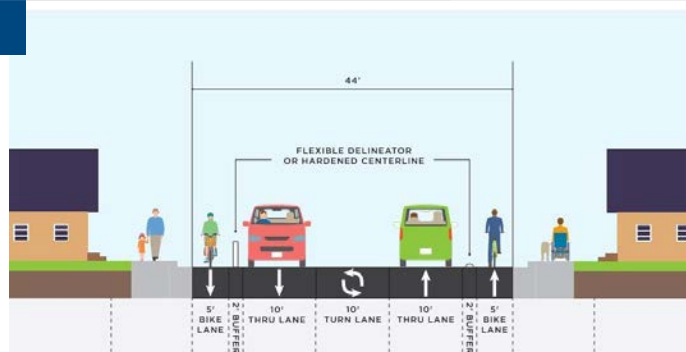
## MAINTENANCE & OPERATIONS

- Increased snow maintenance operations and specialized equipment needed for street grade separated bike lanes
- Long term maintenance and replacement costs of flexible delineators

**TOTAL SCORE = 46**

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	1	Cost	5
Safety	1	Readiness	3
Equity	1	Multimodal	4
Growth	1	Synergy	1
		Community	5

## PROJECT IMAGES



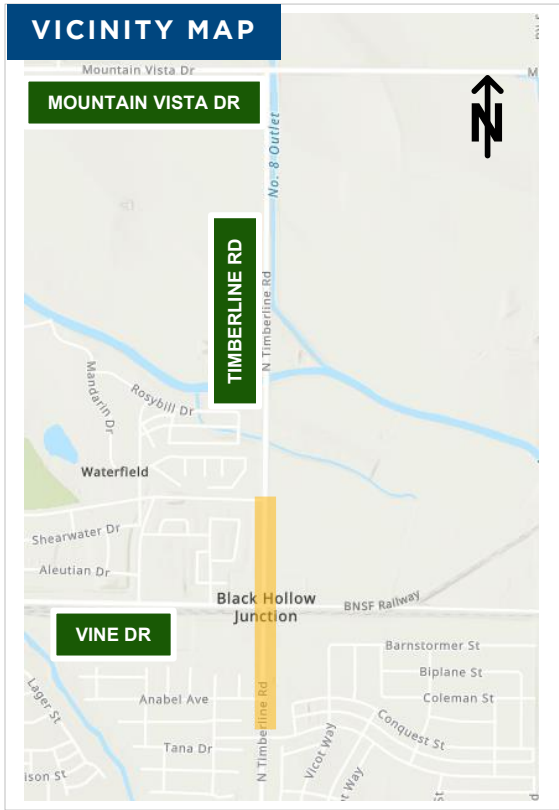
# PROJECT J | N Timberline Road Overpass at E Vine Drive

**Location:** Sykes Dr to E Suniga Rd

**Project Type:** New Construction – Grade Separation

**Project Description:** Grade separate Timberline Rd over Vine St. Provide bicycle and pedestrian accommodations from Timberline Rd to Vine Dr.

**Goals:** Eliminate at grade rail crossing. Improve safety, and traffic operations on Timberline Rd. Improve multimodal connectivity.



## FINAL DESIGN CONSIDERATIONS

- Rail coordination
- Evaluate typical section widths
- Coordinate potential future trail crossing
- Evaluate bicycle and pedestrian crossing from Vine Dr to Timberline Rd
- Close at grade crossing
- Maintain access to businesses on Timberline Rd
- Coordinate with adjacent projects

## FUTURE DESIGN CONSIDERATIONS

- None

**Total Cost:** \$56,927,000  
**Construction Cost:** \$39,789,000  
**Design & CEI Cost:** \$5,174,000  
**ROW & Utility Cost:** \$10,963,250

TOTAL SCORES = 76			
CRITERIA TIER 1		CRITERIA TIER 2	
Delay	5	Cost	1
Safety	5	Readiness	3
Equity	5	Multimodal	4
Growth	3	Synergy	3
		Community	3

## MAINTENANCE & OPERATIONS

- Maintenance and inspection of structure
- Increased snow maintenance operations for widened/median divided roadway and trail connections.

## PROJECT IMAGES



# PROJECT K | Boardwalk Drive & Harmony Road Signal Improvements

**Location:** Boardwalk Dr & Harmony Rd Intersection

**Project Type:** Intersection Improvements

**Project Description:** Add longer NB mast arm to improve NB signal head alignment. Add left side of pole heads and upgrade all LT to FYA; Ped Button Accessibility; Retiming. Add leading pedestrian interval and lagging right turns. Upgrade existing cabinet. Add additional paint bicycle marking and consider restripe EB approach to have a buffered bike lane.

**Goals:** Improve safety at intersection by upgrades to existing signal infrastructure. Improve safety for bicycles and pedestrians.

## VICINITY MAP



### FINAL DESIGN CONSIDERATIONS

- Coordinate with separated bike lanes on Harmony Road

### FUTURE DESIGN CONSIDERATIONS

- None

Total Cost: \$616,000  
 Construction Cost: \$535,000  
 Design & CEI Cost: \$81,000  
 ROW & Utility Cost: \$0

### TOTAL SCORE = 62

TIER 1		TIER 2	
Delay	1	Cost	5
Safety	3	Readiness	3
Equity	4	Multimodal	2
Growth	1	Synergy	5
		Community	3

### MAINTENANCE & OPERATIONS

- No change

### PROJECT IMAGES





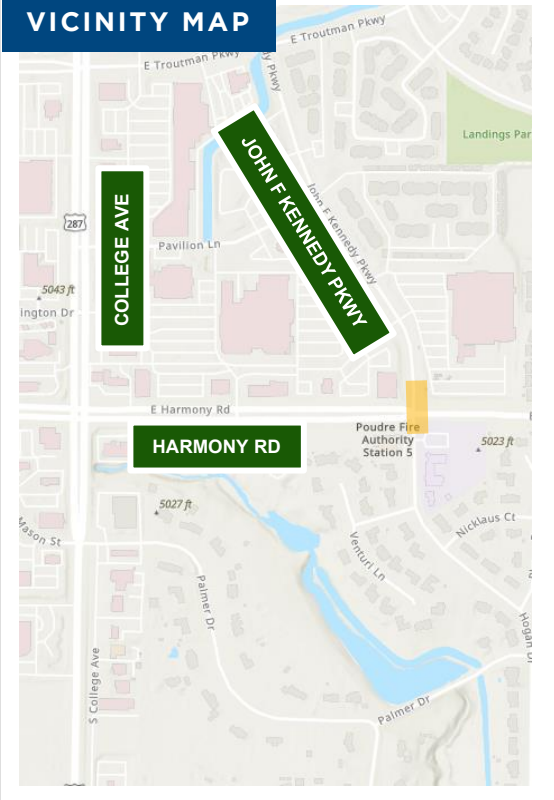
# PROJECT L | E Harmony Rd & JFK Pkwy/Hogan Dr Intersection Improvements

**Location:** Harmony Rd and JFK Pkwy Intersection

**Project Type:** Intersection Improvements

**Project Description:** Remove NB/SB split phase by shifting SB dual LT east (1 NB departure lane). Add WB RT overlap. Align lanes on the south leg by widening to the east. Add separated bike lanes on the north leg.

**Goals:** Improve safety at intersection by upgrades to existing signal infrastructure. Improve safety for bicycles and pedestrians.



**Total Cost:** \$670,000  
**Construction Cost:** \$551,000  
**Design & CEI Cost:** \$111,000  
**ROW & Utility Cost:** \$8,000

## FINAL DESIGN CONSIDERATIONS

- Evaluate lane assignments on the north leg of the intersection

## FUTURE DESIGN CONSIDERATIONS

- None

## TOTAL SCORE = 47

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	4	Cost	5
Safety	1	Readiness	3
Equity	4	Multimodal	3
Growth	1	Synergy	1
		Community	1

## MAINTENANCE & OPERATIONS

- No change

## PROJECT IMAGES



# PROJECT M | Suniga Road Roadway Improvements

**Location:** Suniga Rd from Lemay Ave to Timberline Rd

**Project Type:** New Construction

**Project Description:** Extend Suniga Rd from Lemay Ave to Timberline Rd with a 4-lane median divided section

**Goals:** Extend roadway to accommodate future development and improve multimodal connectivity.



## FINAL DESIGN CONSIDERATIONS

- Floodplain coordination
- Coordinate with potential future trail crossings
- Evaluate typical section for multimodal elements
- Verify lane configuration based on revised traffic analysis

## FUTURE DESIGN CONSIDERATIONS

- Consider alternative intersection types in future build

**Total Cost:** \$31,341,000  
**Construction Cost:** \$25,932,000  
**Design & CEI Cost:** \$4,409,000  
**ROW & Utility Cost:** \$1,000,000

TOTAL SCORE = 46			
CRITERIA TIER 1		CRITERIA TIER 2	
Delay	5	Cost	1
Safety	1	Readiness	3
Equity	3	Multimodal	3
Growth	5	Synergy	1
		Community	1

## MAINTENANCE & OPERATIONS

- New snow maintenance operations for new median divided roadway

## PROJECT IMAGES



# PROJECT N | E Prospect Rd Corridor Improvements

**Location:** Prospect Rd from Sharp Pointe to I-25

**Project Type:** Corridor Improvements

**Project Description:** Widen Prospect Rd to a 4-lane median divided facility with active modes/transit elements. Provide sidepaths for active modes.

**Goals:** Expand vehicular capacity and improve multimodal connectivity.



**Total Cost:** \$17,009,0000  
**Construction Cost:** \$12,196,000  
**Design & CEI Cost:** \$2,440,000  
**ROW & Utility Cost:** \$2,373,000

## FINAL DESIGN CONSIDERATIONS

- Natural area coordination
- Coordination with Parks Department
- Minimization of impacts to environment

## FUTURE DESIGN CONSIDERATIONS

- None

## TOTAL SCORE = 68

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	5	Cost	1
Safety	2	Readiness	3
Equity	5	Multimodal	3
Growth	5	Synergy	5
		Community	3

## MAINTENANCE & OPERATIONS

- Increased snow maintenance operations for widened roadway and sidepaths

## PROJECT IMAGES



# PROJECT O | S Timberline Rd & E Harmony Rd Intersection Improvements

**Location:** Timberline Rd and Harmony Rd Intersection

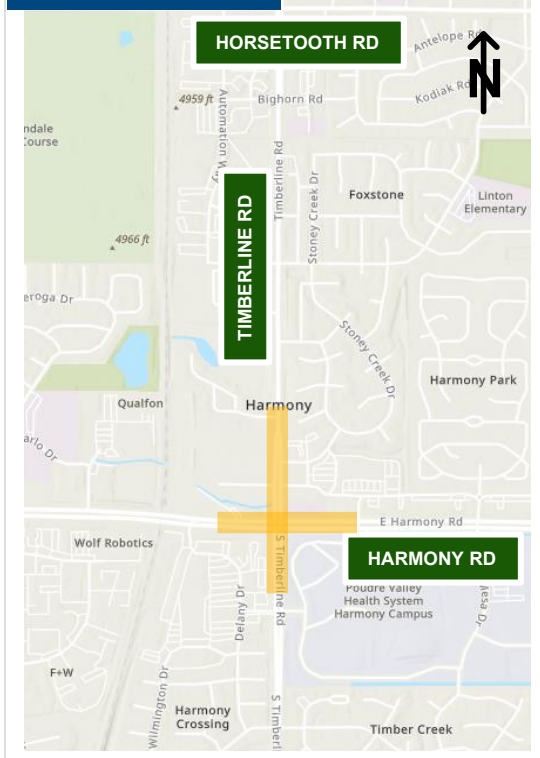
**Project Type:** Intersection Improvements

**Project Description:** Add 3rd NB & SB through lanes and separated bike lanes on Timberline Road with reduced lane widths. Protected Intersection at Timberline Road and Harmony Road. Prohibit right turn on red and show flashing arrow for right turns.

**Goals:** Improve safety along arterials and at intersections for multimodal users.

**Note:** Lane configuration should be evaluated in next phase and may affect scoring and rank

## VICINITY MAP



**Total Cost:** \$8,163,000  
**Construction Cost:** \$6,330,000  
**Design & CEI Cost:** \$1,267,000  
**ROW & Utility Cost:** \$565,500

### FINAL DESIGN CONSIDERATIONS

- Evaluate ultimate lane configuration of Timberline Rd (4 lanes vs 6 lanes)
- Consider sidewalk grade separated bike lanes.
- Consider speed cameras

### FUTURE DESIGN CONSIDERATIONS

- None

**TOTAL SCORE = 55**

CRITERIA TIER 1		CRITERIA TIER 2	
Delay	2	Cost	3
Safety	1	Readiness	3
Equity	5	Multimodal	5
Growth	1	Synergy	1
		Community	3

### MAINTENANCE & OPERATIONS

- Evaluation of snow removal practices at complex intersections for at street grade separated bike lanes

### PROJECT IMAGES



## 5. IMPLEMENTATION

### 5.1 Final Revised Scores & Recommendations

After the completion of Phase 3, the conceptual designs, cost estimates and environmental screening for each of the recommended projects was used to update the scores to reflect the most current information. The revised project scoring summary is shown below in **Table 25**. These scores are intended to reflect the priority of project relative to each other and is not intended to be a prescriptive order in which projects shall be executed. Certainly, as funding becomes available or opportunities to collaborate with other work within public right-of-way, projects may be executed independent of the ranking below.

Project ID	Project Name	Project Limits	Project Type	Cost	Score	Rank
B	S Shields Street & W Prospect Road Intersection Improvements	W Stuart St to W Prospect Rd	Intersection Improvements	\$8,680,000	84	1
A	E Troutman Parkway & JFK Parkway Corridor Improvements	S College Ave to Boardwalk Dr & Harmony Rd to E Horsetooth Rd	Road Diet	\$2,518,000	81	2
E	Lemay Avenue & Drake Road Intersection Improvements	-	Intersection Improvements	\$4,850,000	77	3
J	N Timberline Road Overpass at E Vine Drive	Sykes Dr to E Suniga Rd	New Construction	\$55,927,000	76	4
D	Drake Road Corridor Improvement	Overland Trl to Taft Hill Rd	Road Diet	\$2,115,000	72	5
F	N Timberline Road - Segment 1 - Roadway Improvements	E Lincoln Ave to Sykes Dr	New Construction	\$12,264,000	70	6
G	N Timberline Road - Segment 2 Roadway Improvements	Suniga Dr to Mountain Vista	New Construction	\$12,452,000	69	7
H	Heatheridge Road & W Prospect Road Intersection Improvements	-	Intersection Improvements	\$1,519,000	69	7
N	E Prospect Rd Corridor Improvements	Sharp Pointe to I-25	Corridor Improvements	\$17,009,000	68	8
C	S Shields Street & W Horsetooth Road Intersection Improvements	-	Intersection Improvements	\$3,746,000	64	9
K	Boardwalk Drive & Harmony Road Signal Improvements	-	Intersection Improvements	\$616,000	62	10
O	S Timberline Road & E Harmony Road Intersection Improvements	-	Intersection Improvements	\$8,163,000	55	11
L	E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	-	Intersection Improvements	\$670,000	47	12
I	Shields Street Corridor Improvements	Mulberry St to Mountain Ave	Road Diet	\$460,000	46	13
M	Suniga Road Roadway Improvements	Lemay Rd to Timberline Rd	New Construction	\$31,341,000	46	13

## 5.2 Funding

Capital projects are selected and funded through the Budgeting for Outcomes (BFO) process. Through the BFO process, projects apply for funding with the City and have a larger chance of success if the project aligns with the City's goals. Currently projects that score high in this process improve safety, promote mode shift in alignment with the climate action plan, or collaborate with projects from department. Additionally, projects that can bring outside funding from partners or State or Federal funding are view as highly favorable to implement. The BFO process occurs every 2 years, in which projects are submitted to City Council for recommendation and selection.

Many capital projects are funded by outside grants, and given the recommended improvements in TCPPS, there will be several opportunities to bring outside funding to the table for consideration in the BFO process. If projects qualify for grants, the BFO traditionally will approve the matching amount off-cycle. The following is a list of grants that are most relevant to transportation capital projects and should be pursued. They are categorized by the source of the funding pool.

### 5.2.1. Federal

These are available from budget allocated to various transportation related administration (FWHA, FRA, etc) are administered either through the North Front Range MPO or directly with the federal agency. It should be noted that these funds bring with them various requirements and administrative duties beyond that of a locally funded project and should be pursued strategically such that the size and scope of the project is large enough to realize economy of scale and therefore absorb the additional cost to administer the project.

Funding	Description	Most Recent Annual Program Budget	Eligible or Representative Activities	Most Recent NOFO Date
<a href="#">RCE</a>	Improve safety at roadway or pathway at-grade rail crossings, especially by elimination thereof	\$ 573,264,000	Planning; Construction; Equipment and Materials; Technology Demonstrations and Deployment; Climate and Sustainability; Accessibility; Security	7/12/22
<a href="#">INFRA</a>	Planning and construction of "Nationally Significant Freight & Highway Projects" to improve safety, efficiency, and reliability <sup>1,2</sup>	\$ 1,500,000,000	Planning; Construction	3/22/22
<a href="#">MEGA</a>	Large projects difficult to fund by other means <sup>2</sup>	\$ 1,000,000,000	Planning; Construction; Operations and Maintenance; Accessibility	3/23/22
<a href="#">RAISE</a>	Local or regionally significant projects that improve safety, mobility, and quality of life. Projects are secondarily considered based on readiness and economic benefit.	\$ 2,300,000,000	Planning; Construction	11/30/22

Funding	Description	Most Recent Annual Program Budget	Eligible or Representative Activities	Most Recent NOFO Date
<a href="#">SS4A</a>	A discretionary grant to improve safety for all users, especially active modes. The grant also favors projects that address equity needs with low-cost, systemic strategies.	\$ 1,000,000,000	Planning; Construction; Equipment and Materials; Operations and Maintenance; Technology Demonstrations and Deployment; Technical Assistance, Workforce Development, and Training/Education; Accessibility	3/30/23
<a href="#">RCP</a>	Pilot program to reducing barriers between communities caused by large highway or rail projects <sup>2</sup>	\$ 198,000,000	Planning; Construction; Technical Assistance, Workforce Development, and Training/Education; Accessibility	6/30/222
<a href="#">SMART</a>	Funding for demonstration projects that apply new technology or systems to improve transportation safety and efficiency	\$ 100,000,000	Planning; Construction; Equipment and Materials; Operations and Maintenance; Technology Demonstrations and Deployment; Technical Assistance, Workforce Development, and Training/Education	9/19/22
<a href="#">HSIP</a>	Long-standing grant funding source to reduce fatalities and serious injuries on all streets. <sup>2</sup>	\$ 3,110,000,000	Intersection safety improvements; multimodal roundabouts; construction and improvement of railway-highway safety features; traffic calming measures; traffic control devices for pedestrians and bicycles; improvements that separate vehicles and active users; pedestrian security features	-
<a href="#">CMAQ</a>	Primarily used for projects the improve air quality, especially for areas in nonattainment.	\$ 2,639,000,000	Shared Micro-mobility; purchase of diesel replacements or zero emission vehicles; modernization of lock and dam or marine highway corridor; infrastructure that would reduce emissions from nonroad vehicles	-
<a href="#">STBG</a>	Highly flexible source of general funding for transportation projects.	\$ 14,394,000,000	Planning; Construction; Operations and Maintenance; Accessibility	-

1. Application is through Multimodal Projects Discretionary Program (MPDG)

2. Requires Benefit-Cost Analysis (BCA)

In addition to longstanding sources like Surface Transportation Block Grant (STBG) and Highway Safety Improvement Program (HSIP), several new grant opportunities have risen from the Bipartisan Infrastructure Law (BIL). This legislation focuses on, among other things, funding projects that advance safety and equity. Funding opportunities from the BIL are listed above with eligible activities and required local match amounts. The USDOT has created a landing page for information related to the BIL which can be found at [USDOT Navigator](#).

### 5.2.2. State

Colorado is fortunate to have financial support for transportation projects specifically funded through state government. Senate Bill 2021\_260 appropriated funds from the American Recovery Plan Act (ARPA) to specifically fund projects for the state's transportation network. Additionally, CDOT administers several grants supported by other federal or state sources. Below is a list of programs that stem from that funding sources.

- [Revitalizing Main Street \(RMS\)](#)
- [Transportation Alternatives \(TAP\)](#)
- [Multimodal Operations Fund \(MMOF\)](#)
- [Safe Routes to School](#)

### 5.2.3. Local

The City of Fort Collins also administers several funding sources for transportation capital projects. These have risen from the City's vision to fund and build a world-class transportation system.

#### [Transportation Capital Expansion Fee \(TCEF\)](#)

This program, which is funded by fees collected from new development or redevelopment is used to support transportation projects to expand the system in response to additional trips associated with development. Several projects in northeast Fort Collins, including the new segments along Timberline Road and Suniga Road, are candidates to receive funding from this source.

#### [Community Capital Improvement Program \(CCIP\)](#)

Funded by a voter-approved quarter-cent sales tax, the CCIP supports several infrastructure projects including arterial intersection construction and bike and pedestrian infrastructure. This has been a primary source for arterial street projects. Note that these funds are currently programmed for projects; however, it is set to expire in 2025 at which point the next round of projects can be identified and sourced from, among other lists, the TCPPS project list.



# APPENDIX A

# Public Engagement Summary

**PUBLIC ENGAGEMENT SUMMARY**

# TRANSPORTATION CAPITAL PROJECTS PRIORITIZATION STUDY

PREPARED FOR: **THE CITY OF FORT COLLINS, CO**  
FEBRUARY 2022



OLSSON PROJECT NUMBER 021-01676

# TABLE OF CONTENTS

ACKNOWLEDGEMENTS AND OVERVIEW ..... 1

1. PUBLIC ENGAGEMENT PLAN..... 1

2. MARKETING AND OUTREACH..... 2

    2.1 Our City TCPPS Webpage ..... 2

    2.2 Social Media..... 3

    2.3 Press Releases ..... 3

    2.4 Newsletters..... 5

    2.5 Community Partners Email Blast ..... 5

    2.6 In-Person Open House Table ..... 5

3. VIRTUAL OPEN HOUSE ..... 8

4. PUBLIC SURVEY ..... 12

    4.1 Participation..... 14

    4.2 Findings..... 15

# LIST OF FIGURES

Figure 1. Transportation Capital Projects Prioritization Study Our City Project Webpage..... 3

Figure 2. Public Survey Flyers (English and Spanish)..... 6

Figure 3. Project Posterboard at West Elizabeth Corridor Design Project Open House..... 7

Figure 4. Virtual Open House Traffic Over Time..... 10

Figure 5. Draft Prioritization Criteria Survey Results ..... 11

Figure 6. Places Tool ..... 12

Figure 7. Public Survey Comments Breakdown by Tag..... 17

Figure 8. Public Survey Biking Issues by Tag ..... 19

Figure 9. Public Survey Walking Issues by Tag..... 20

Figure 10. Public Survey Driving Issues by Tag ..... 21

Figure 11. Public Survey Transit Issues by Tag ..... 22

# LIST OF TABLES

Table 1. Public Survey Zip Code Analysis..... 15

# APPENDICES

- Appendix A Public Engagement Plan
- Appendix B Virtual Open House Record
- Appendix C Complete Public Survey Responses Record

## **ACKNOWLEDGEMENTS AND OVERVIEW**

Thank you to all participants in the project, especially Fort Collins residents who provided valuable insight into the city’s transportation system. Participants’ time, technical expertise, and guidance was critical to the development of the Transportation Capital Projects Prioritization Study.

Good public engagement lies at the heart of successful planning. It is a conversation by one side that has the technical understanding to help problem solve and by the other side that has the real-world knowledge of a place. It is collaborative, engaging, personal, and it involves much listening.

In the end, a good plan is developed with the community, and not just for it. The Transportation Capital Projects Prioritization Study (TCPSS) was developed with the community and stakeholders. Through a series of online and in-person engagement opportunities, the planning team was able to collaborate with the community on the thoughts, ideas, and comments that became the recommendations put forth in the TCPSS. As a result, the TCPSS is better for it.

# 1. PUBLIC ENGAGEMENT PLAN

To ensure mutual understanding and an organized engagement process, the planning team prepared a Public Engagement Plan (PEP) for the TCPPS at the beginning of the project. As the PEP was an ever-changing document throughout the TCPPS, the most recently updated version of the PEP is included on the pages that follow. The PEP supported and reinforced the principles and goals of the official City of Fort Collins Public Engagement Guide.

The PEP included the following sections:

- **General Guidelines.** Set forth procedures for reviewing and controlling the quality of public engagement materials and how public engagement work was to be shared between the city and Olsson.
- **PEP Snapshot.** Provided a brief overview of key city contacts for the project, the purpose of engaging the public on the TCPPS, and a list of project stakeholders.
- **Phase 1: Quantitative Analysis.** Detailed the key messages for the public during Phase 1 of the TCPPS, as well as the tools and techniques to inform and consult with the public. Phase 1 included tools such as social media, newsletters, press releases, Our City TCPPS webpage updates, a public survey, and more.
- **Phase 2: Qualitative Analysis.** Noted the key message for the public during Phase 2 of the TCPPS, as well as the tools and techniques to inform the public. Phase 2 included tools such as social media, the Our City TCPPS webpage updates, and more.
- **Phase 3: Concept Design.** Stated the key message for the public during Phase 3 of the TCPPS, as well as the tools and techniques to inform and consult with the public. Phase 3 included tools such as a virtual public open house, social media, newsletters, Our City TCPPS webpage updates, and more.
- **Schedule.** Presented the detailed PEP schedule as a supplement to the overall project schedule.

The complete PEP is included in Appendix A Public Engagement Plan.

## 2. MARKETING AND OUTREACH

Multiple media outlets were utilized to ensure the public was aware of the opportunities to be involved in the TCPPS. Such outlets included a dedicated Our City TCPPS website, various social media accounts, press releases, newsletters, email blasts, and an in-person open house.

### 2.1 Our City TCPPS Webpage

A webpage (<https://ourcity.fcgov.com/tcpsps>) via Fort Collins' Our City platform was created to provide a landing page for anyone interested in learning about the TCPPS. The webpage was available in both English and Spanish.

The webpage provided information on a variety of topics related to the TCPPS, including:

- A project overview, which detailed the purpose of the TCPPS;
- A project timeline of the phases of the project;
- Key dates;
- A listing of the different ways to engage with the project as a member of the public, (e.g., public survey, virtual public open house, etc.);
- Project downloads that summarized public engagement findings;
- A way to sign up for project notifications; and
- A listing of which city staff members and Olsson employees were appropriate project contacts, alongside their contact information.

The webpage (see Figure 1) was regularly updated throughout the TCPPS to be used as a community information resource. Primary updates included public survey and virtual public open house promotions.

As of February 15, 2022, the webpage was:

- Viewed 1,400 times;
- Visited by a maximum of 70 visitors per day; and
- Primarily visited via direct webpage URL access.



Figure 1. Transportation Capital Projects Prioritization Study Our City Project Webpage

## 2.2 Social Media

Multiple social media accounts were used to promote the TCPPS and inform people about ways to get involved in the project. A specific focus was placed on public survey participation in the social media outreach posts. The following social media accounts were utilized in TCPPS promotions:

- Facebook
  - City of Fort Collins
  - FCMoves
  - Transfort
- Twitter
  - City of Fort Collins
  - FCMoves
  - Transfort
- Instagram
  - City of Fort Collins
- Nextdoor
  - City of Fort Collins

## 2.3 Press Releases

Two press releases were published by the city during the TCPPS. Press releases were used to formally announce milestones in the project’s process and included project information and direction to the TCPPS webpage.



The first press release was on April 15, 2021 and read as follows:

**Residents asked for input on transportation planning project**

*FORT COLLINS – The City of Fort Collins and Larimer County are seeking public input to help guide future transportation projects in the City’s Growth Management Area.*

*The opportunity is part of the Transportation Capital Projects Prioritization Study (TCPPS), an effort that will result in a list of key transportation improvement projects for which the City will seek future funding.*

*Residents are invited to complete a two-part survey at <http://ourcity.fcgov.com/tcpps>. Part 1 asks a series of questions about personal usage and perceived quality of transportation infrastructure for all modes of travel (automobiles, bicycles, walking, and transit). Part 2 of the survey asks respondents to identify locations of safety or congestion issues for each mode of travel. Participants can upload pictures of the safety and congestion locations to provide more detail in their response.*

*Additional opportunities for public input will be announced later in the project.*

*Overall, the TCPPS will analyze safety and congestion data for intersections and arterial roadways such as Drake Road, Shields Street, and Timberline Road, and not local neighborhood streets. While previous planning efforts like the Transportation Master Plan will be used as touchpoints to include multimodal improvements, the intent is not to update those existing documents.*

*For more information and resources about the project, visit <http://ourcity.fcgov.com/tcpps>.*

The second press release was on October 15, 2021 and read as follows:

**Residents asked for input on transportation planning project**

*FORT COLLINS – The City of Fort Collins and Larimer County are seeking public input to help guide future transportation projects in the City and its Growth Management Area.*

*The opportunity is part of the Transportation Capital Projects Prioritization Study (TCPPS), an effort that will result in a list of key transportation improvement projects for which the City will seek future funding.*

*Residents are invited to participate in a virtual open house at <http://ourcity.fcgov.com/tcpps>. The virtual open house will be open until Oct. 31 and will allow residents to learn about the TCPPS process and provide feedback on the draft*

*prioritization criteria that will be used to rank and determine the final list of transportation improvement projects.*

*The virtual open house will also be the final opportunity to complete the TCPPS public survey, which asks respondents to identify locations of safety or congestion issues for each mode of travel.*

*Overall, the TCPPS will analyze safety and congestion data for intersections and arterial roadways such as Drake Road, Shields Street, and Timberline Road, and not local neighborhood streets. While previous planning efforts like the Transportation Master Plan will be used as touchpoints to include multimodal improvements, the intent is not to update those existing documents.*

*For more information and resources about the project, visit <http://ourcity.fcgov.com/tcps>.*

## 2.4 Newsletters

Two rounds of newsletters were published by the city and various organizations during the TCPPS. Newsletters were used to formally announce milestones in the project's process, encourage the public to engage with the project, and directed those interested to the TCPPS webpage for more information. Information about the TCPPS was published in City News, Momentum, Transfort, and Development Review.

The first round of newsletters introduced the TCPPS, explained the intent and purpose of the project, and asked residents to take the public survey via the TCPPS project webpage. The second round of newsletters advertised the virtual open house and public survey as the key engagement opportunities for the project.

## 2.5 Community Partners Email Blast

In coordination with the Larimer County Department of Health and Environment, an email blast was sent out to various community partners regarding the TCPPS. The email blast introduced the project and its scope, explained why public input was important to the planning process, and explained and encouraged those interested to take the public survey via the TCPPS project webpage.

## 2.6 In-Person Open House Table

To capitalize on another transportation-oriented city project, the TCPPS hosted an informational and engagement table at a public open house for the West Elizabeth Corridor Design Project on July 9, 2021 from 4:00 p.m. to 7:30 p.m. near Canvas Stadium. The West Elizabeth Corridor Design Project is a coordinated effort between the City of Fort Collins, Transfort, and Colorado

State University to do preliminary designs for Bus Rapid Transit service along the West Elizabeth Street corridor.

The TCPSS project table was staffed and included two posterboards as well as a flyer about the public survey (available in both English and Spanish), as shown in Figures 2 and 3. An additional flyer was handed out to those that did not have time to engage with the TCPSS at the table, which included a QR code to take the public survey later via the TCPSS project webpage.



Figure 2. Public Survey Flyers (English and Spanish)

**WHERE DO YOU SEE SAFETY OR CONGESTION ISSUES WHILE YOU DRIVE, BIKE, WALK, OR TAKE TRANSIT?**

WHAT IS THE TRANSPORTATION CAPITAL PROJECTS PRIORITIZATION STUDY (TCPSP)?	WHAT ARE THE PROJECT GOALS?	HOW ARE WE ASKING FOR YOU TO HELP?	HOW CAN YOU LEARN MORE?
<p>In its final form, the TCPSP will be a document and tool that:</p> <ul style="list-style-type: none"> <li>Compiles transportation safety and congestion data for intersections and corridors;</li> <li>Identifies and analyzes transportation problems;</li> <li>Develops transportation solutions, and</li> <li>Prioritizes transportation improvements.</li> </ul> <p>The TCPSP will recommend and prioritize transportation improvement projects at intersections and arterial roadways within Fort Collins and its Growth Management Area.</p> <p>The TCPSP will guide the City and County as they develop a capital improvement plan and seek funding to improve the transportation network.</p>	<p>Using data-driven decision making, the TCPSP will identify and prioritize transportation projects that:</p> <ul style="list-style-type: none"> <li><b>INCREASE SAFETY</b> Reduce number and severity of traffic crashes for all modes of travel</li> <li><b>DECREASE CONGESTION</b> Lower overall and peak hour congestion and congestion during incidents</li> <li><b>IMPROVE MULTIMODAL CONDITIONS</b> Enhance the safety, capacity, adequacy, and comfort of multimodal facilities</li> <li><b>ENHANCE NATURAL ENVIRONMENT</b> Improve air quality and provide ample active transportation opportunities</li> <li><b>ADVANCE EQUITY</b> Ensure social equity so all people have their transportation needs met</li> <li><b>ALIGN WITH DEVELOPMENT</b> Co-locate improvements with upcoming developments</li> </ul>	<p><b>YOU</b> use the City's transportation network. You're our "eyes and ears" on the streets, sidewalks, and trails.</p> <p>We ask that you <b>show us where you notice safety and congestion issues</b> within Fort Collins and its Growth Management Area.</p> <p>To do this, please take the <b>PUBLIC MAP SURVEY</b> at <a href="http://ourcity.fcgov.com/tcpsp">ourcity.fcgov.com/tcpsp</a>, or scan the QR code with your phone camera below.</p> <p><b>SCAN ME</b></p> <p><b>TAKE THE PUBLIC MAP SURVEY NOW!</b></p>	<p>Stay in the loop on the project's progress by subscribing to TCPSP update emails at <a href="http://ourcity.fcgov.com/tcpsp">ourcity.fcgov.com/tcpsp</a>.</p> <p>If you have specific questions, contact:</p> <p><b>Kyle Lambrecht</b> Project Manager <a href="mailto:klambrecht@fcgov.com">klambrecht@fcgov.com</a></p>

TRANSPORTATION CAPITAL PROJECTS PRIORITIZATION STUDY

City of Fort Collins Engineering | LAMBERT COUNTY ENGINEERS

Figure 3. Project Posterboard at West Elizabeth Corridor Design Project Open House

### 3. VIRTUAL OPEN HOUSE

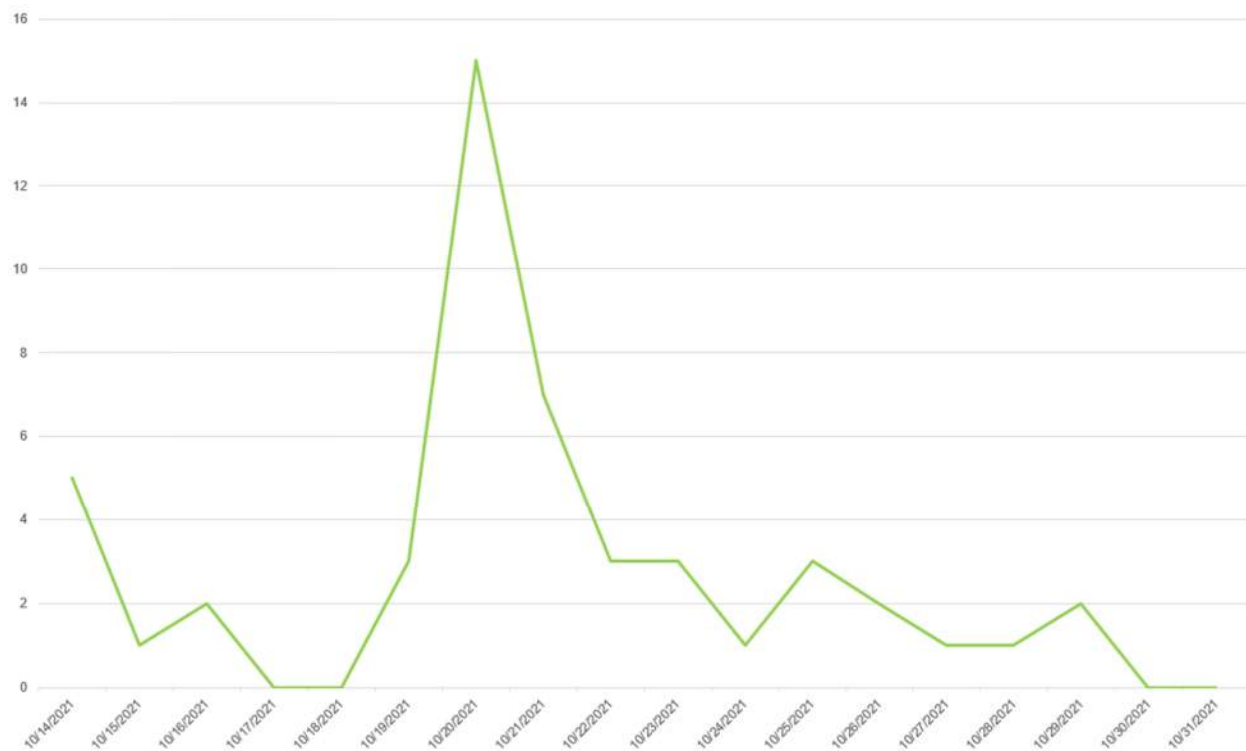
A TCPPS virtual open house was held from October 14-31, 2021, available via the TCPPS project webpage in both English and Spanish. The purpose of the virtual open was to provide a robust project progress update, display analysis findings via interactive web maps, garner feedback on the draft prioritization criteria, and encourage viewers to take the public survey if they had not yet done so.

The virtual open house included the following webpages, images of which follow:

- **Home/Welcome.** Provided an overview of the virtual open house and the webpages to follow.
- **Sign In.** Asked participants to (optionally) sign in to the virtual open house and enter themselves into a drawing for one of four \$25.00 Noco Nosh gift cards.
- **Project Overview.**
  - Explained the TCPPS and its two-phase project approach: (1) quantitative and qualitative analysis of existing transportation conditions within the city and (2) prioritization of the identified transportation improvement projects.
  - Displayed an interactive web map of the TCPPS study area, identifying signalized intersections, unsignalized intersections, arterial road segments, and the city's Growth Management Area.
- **Progress to Date.**
  - Described the methodology behind the Tier 1 Intersection Screening and displayed an interactive web map of the top 50 intersections within the TCPPS study area that experience the highest traffic crash frequencies and congestion levels. (The project team combined this excess traffic crash cost with an excess user delay cost to create an overall excess cost to determine which intersections need the most attention.)
  - Described the methodology behind the Tier 1 Road Corridor Segment Screening and displayed an interactive web map of the top 50 road corridor segments within the TCPPS study area that experience the highest traffic crash frequencies. (This data was used in conjunction with the arterial intersection safety and congestion analysis to identify places that should be prioritized for improvements.)
  - Explained what tasks were to be included in the Tier 2 Analysis.
- **Draft Prioritization Criteria.**
  - Presented the draft criteria that was used to evaluate and prioritize transportation improvements projects. The draft criteria were presented as follows:
    - **Peak Hour Delay Reduction:** Reduction in average delay per vehicle across all peak hours

- **Crash Reduction:** Reduction in crashes per year
- **Overall Cost:** Considers overall costs (monetary or otherwise) including construction cost, complexity, duration, right-of-way impacts, and utility impacts
- **Growth:** Expected traffic growth that could indicate future operational issues
- **Active Modes Compatibility:** Addresses how the improvements' impact on safety and accessibility for active modes (walking, biking, and taking transit) and verifies alignment with current active mode plan(s)
- **Funding Availability:** Addresses the potential to receive federal or state funding or the ability to share costs with other agencies like CDOT and Larimer County
- **Compatibility with Other Projects:** Addresses the potential to support other public infrastructure or private development projects
- **Equity:** Addresses whether implementing improvements enhance transportation in areas of underserved or disadvantaged communities using U.S. Census data
- **Public Engagement:** Addresses whether implementing improvements addresses feedback received from the public engagement surveys
  - Asked participants to rank the importance of the draft prioritization criteria by selecting their top five most important criteria via an embedded survey.
  - Asked participants if any criteria were missing from the draft list.
- **Public Survey.** Encouraged participants to take the public survey via the TCPPS project website if they had not yet done so.
- **Thank You.** Thanked the participants for their participation and input and provided a contact form to ask questions, which were directed to Dana Hornkohl, City of Fort Collins Capital Projects Manager/TCPPS Project Manager.

The virtual open house was attended by 69 unique individuals during 83 site sessions. Sixty of the site sessions were via desktop computer, whereas 23 were via mobile access. Traffic levels to the virtual open house varied over its lifetime but experienced a peak from October 19-21, 2021, as seen in Figure 4.



**Figure 4. Virtual Open House Traffic Over Time**

Of those that attended the virtual open house, 10 participants completed the draft prioritization criteria survey questions. Of the 10 respondents, “Crash Reduction” and “Active Modes Compatibility” were the most highly valued prioritization criteria, as shown in Figure 5.

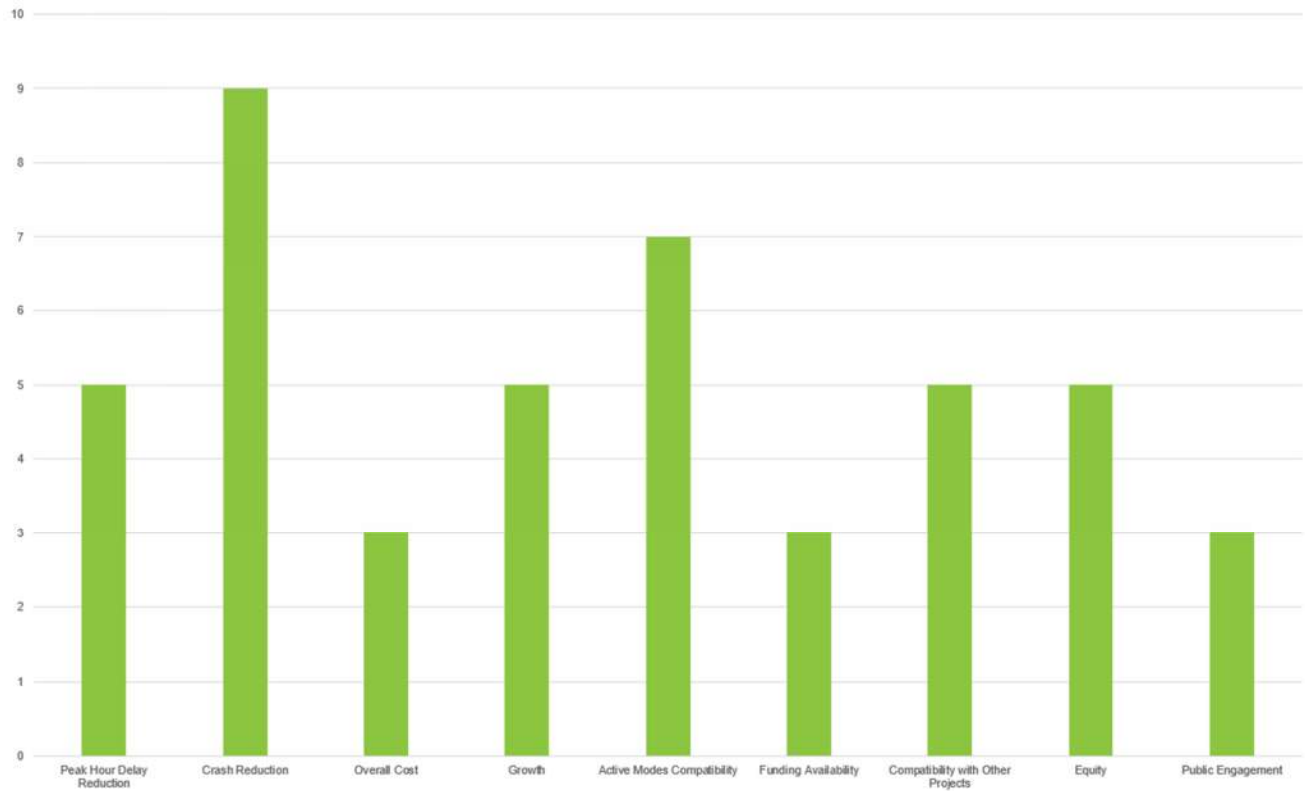


Figure 5. Draft Prioritization Criteria Survey Results

In response to the survey question about what criteria may be missing, the following responses were received:

*“Compatible with alternative transportation (bikes and pedestrian)”*

*“Priority should be given to projects that encourage people to stop using personal motor vehicles.”*

*“This may be covered by your ‘Active Modes Compatibility’ but something related to meeting the City’s professed climate action goals and reducing vehicle miles driven. Congestion happens in cities and isn’t the end of the world - reducing congestion during peak hours shouldn’t even be on this list considering what’s in City Plan.”*

*“Environmental responsibility and CAP goal synergies”*



# 4. PUBLIC SURVEY

The primary public engagement tool for the TCPPS was the public survey, available via the TCPPS project webpage. The intent of the public survey was to gather information regarding transportation issues (broken down by mode: biking, walking, driving, and taking transit) within Fort Collins and its Growth Management Area. Incorporating a public survey into the TCPPS process acknowledged that a transportation network and its potential issues cannot be fully understood by data alone. Those people that use the transportation system every day can provide valuable input into what is working and what is not working within the system. The public survey allowed the planning team to capture such knowledge and sentiments.

Note that the TCPSS public survey was not intended to be statistically significant survey, but significant effort was made to encourage residents to take the survey via the outreach and marketing tools detailed in **Section 2 – Marketing and Outreach**. Additionally, the planning team coordinated and cross-marketed with the ongoing Fort Collins Active Modes Plan, Safe Routes to School interest group, and the Larimer County Department of Health and Environment to ensure a wide range of public responses to the survey.

The public survey utilized Our City’s (Bang the Table) Places tool, which allows participants to place pins on an interactive web map to identify and comment on specific geographic locations. The map is updated in real-time so that all respondents can view all live responses. Once a pin is placed, a viewer can click on the pin and read the associated comment.

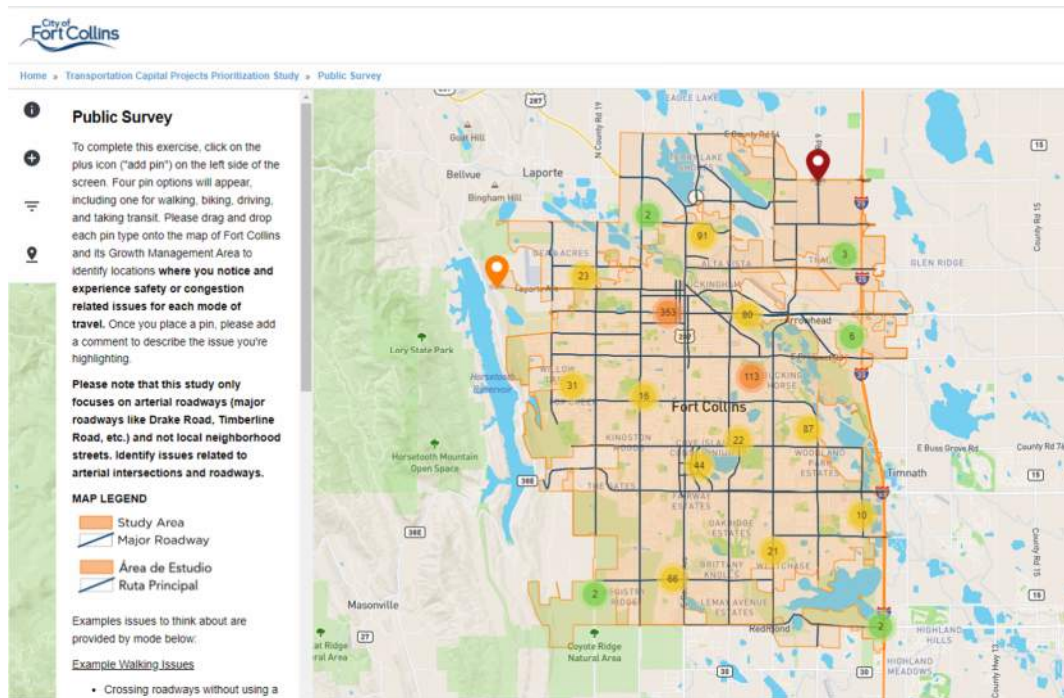


Figure 6. Places Tool

Instructions for the public survey were as follows:

- To complete this exercise, click on the plus icon ("add pin") on the left side of the screen. Four pin options will appear, including one for walking, biking, driving, and taking transit. Please drag and drop each pin type onto the map of Fort Collins and its Growth Management Area to identify locations where you notice and experience safety or congestion related issues for each mode of travel. Once you place a pin, please add a comment to describe the issue you're highlighting.
- Please note that this study only focuses on arterial roadways (major roadways like Drake Road, Timberline Road, etc.) and not local neighborhood streets. Identify issues related to arterial intersections and roadways.

• Map Legend:



- Examples issues to think about are provided by mode below:
  - Example Walking Issues
    - Crossing roadways without using a pedestrian facility like a crosswalk
    - Crossing roadways or walking on the shoulder due to the absence of a sidewalk or curb ramps
    - Frequent jaywalking
    - Large groups of pedestrians cross a street (schools, entertainment areas, etc.)
    - Non-existent pedestrian facilities
    - Too narrow of pedestrian facilities
  - Example Biking Issues
    - Cyclists traveling in the same lane as automobiles (i.e., not in a designated bike lanes)
    - Cyclists traveling on the shoulder due to the absence of bike lanes/facilities
    - Large number of traveling cyclists, creating congestion along the roadway
    - Poor visibility for bicyclists
  - Example Driving Issues
    - Drivers running red lights or stop signs
    - Drivers traveling faster than the posted speed limit
    - Obstructed sight distances
    - Drivers dangerously passing vehicles/buses/transit
  - Example Transit Issues

- Transit riders running/crossing roadways while boarding or departing the transit service
- Transit riders traveling on the shoulder due to the absence of transit facilities or sidewalk
- Large number of traveling transit riders, creating congestion along the roadway
- Non-existent transit infrastructure where a transit stop should be located
- If you prefer, you can upload a photo of the location with your map pin. It is recommended to have these photos ready before starting this survey.

Respondents received a thank you email from Dana Hornkohl, City of Fort Collins Capital Projects Manager/TCPPS Project Manager, on December 9, 2021 for their participation in the virtual open house and/or public survey.

## 4.1 Participation

The public survey was widely utilized by the Fort Collins community. The public survey was accessed by 472 visitors, contributed to by 166 unique people, and received 1,020 pins/comments.

### SAMPLE PUBLIC SURVEY COMMENTS

*“Lack of crosswalk; Need for more crosswalks up and down Mulberry. There are lots of us who literally live across the street from Old Town and could easily bike and walk to downtown. The current situation encourages jaywalking across five lanes of traffic.”*

*“Poor shoulders on Kechter east of Timberline. A bike lane should be added in this area.”*

*“Cars cannot see bikes on sidewalk and do not look south to enter College - they routinely do not stop; the view is obstructed by the Budget Inn.”*

The highest number of survey responses were received from residents that self-associate with the 80525 zip code (34.7% of survey respondents), followed in decreasing number by 80524 (25.4% of survey respondents), 80521 (19.5% of survey respondents), 80526 (13.6% of survey respondents), and lastly by 80528 (6.8% of survey respondents).

**Table 1. Public Survey Zip Code Analysis** compares the population of each zip code to the percentage of survey respondents that self-associated with each zip code to understand if the public survey captured respondent opinions in each zip code proportionate to the actual zip code population. It was found that 80521 was slightly overrepresented in the survey results, 80524 was overrepresented, 80525 was overrepresented, 80526 was underrepresented, and 80528 was underrepresented. The margin of error ranged from being seven percent overrepresented to 9.7 percent underrepresented. Such response rates in relation to actual zip code population are reasonable to expect with a survey of this type.

Table 1. Public Survey Zip Code Analysis

Zip Code	Population	Percentage of Total Population	Percentage of Survey Respondents	Overrepresentation / Underrepresentation
80521	36,729	18.5%	19.5%	1.0%
80524	36,497	18.4%	25.4%	7.0%
80525	56,425	28.4%	34.7%	6.3%
80526	46,271	23.3%	13.6%	-9.7%
80528	22,641	11.4%	6.8%	-4.6%

## 4.2 Findings

Once the public survey officially closed on February 15, 2022, the planning team downloaded all results and began analysis of the survey responses. Each of the 1,020 received pins/comments were read and organized by 16 different tags, based on the content of the comment. Comments received more than one tag if the comment applies to multiple tags. The tags are as follows:

- **Level of Stress Concern:** Cases where poor quality of service of the transportation system causes stress to the extent that people choose not to use it altogether and use a more favorable alternative.
- **Sidewalk / Bike System Continuity Concern:** Cases where there are physical gaps and rough edges to the multimodal network that go against the expectations of the bicyclists and pedestrians.
- **Multimodal Concern:** Cases where there is a conflict between one or more modes of transportation in a shared space (e.g., pedestrians concerned about an intersection being designed to favor motorists unequally over other multimodal forms of transport).

- **Traffic Delay Concern:** Cases where traffic delay is perceived as unacceptable.
- **Queueing Concern:** Cases where traffic queues are perceived as unacceptable.
- **Timing / Detection Concern:** Cases where there are perceived timing and/or coordination and/or lack of assumed warranted detection issues for any one mode of transportation.
- **Pedestrian Crossing Concern:** Cases where concerns regarding existing pedestrian crossings and the need for crossings that do not exist.
- **School Zone / Event Concern:** Cases where areas experience excessive delay and queues during specific peaks during the day like school release times and sporting events.
- **Traffic Calming Concern:** Cases where traffic (motorists or bicyclists) is too aggressive or fast, and that physical measures like speed bumps, roundabouts, or physical separation of traffic flows should be installed.
- **Striping / Roadway Geometry Concern:** Cases regarding the striping and/or geometrical configuration of the transportation network.
- **Bike Crossing Concern:** Cases regarding bike crossings at intersections, railroad crossings, and crossing bike trails.
- **Driver Expectancy / Signage Concern:** Cases regarding roadway signage and the general miscommunication of what vehicle drivers' / bicyclists' / pedestrians' expectations are versus the expectations of other drivers / bicyclists / pedestrians.
- **Lighting / Weather Concern:** Cases regarding transportation system accessibility during nighttime and/or inclement conditions like weather events, debris, snow, and other hazards.
- **Sight Distance Concern:** Cases in which there is either improper sight distance or there is a lack of visual awareness of a user of the transportation system.
- **Equity / Diversity / Inclusion Concern:** Cases in which there is a perceived gap in the transportation system that may place certain groups over others in an unjust disadvantage.
- **Significant Safety Concern:** Cases that emphasize imminent safety issues ranging from fatal accidents, near-misses, and expected severe accidents.

Figure 7 lists the number of times each tag was applied to a received comment and the percentage of all comments that the tag was applied to. The most predominant tags were "Sidewalk/Bike System Continuity Concern" at 32 percent of all comments, "Pedestrian Crossing Concern" at 28 percent of all comments, "Traffic Calming Concern" at 27 percent of all comments, and "Bike Crossing Concern" at 16 percent of all comments. Active mode concerns clearly are important to the Fort Collins community, especially as they relate to potential transportation improvement projects.

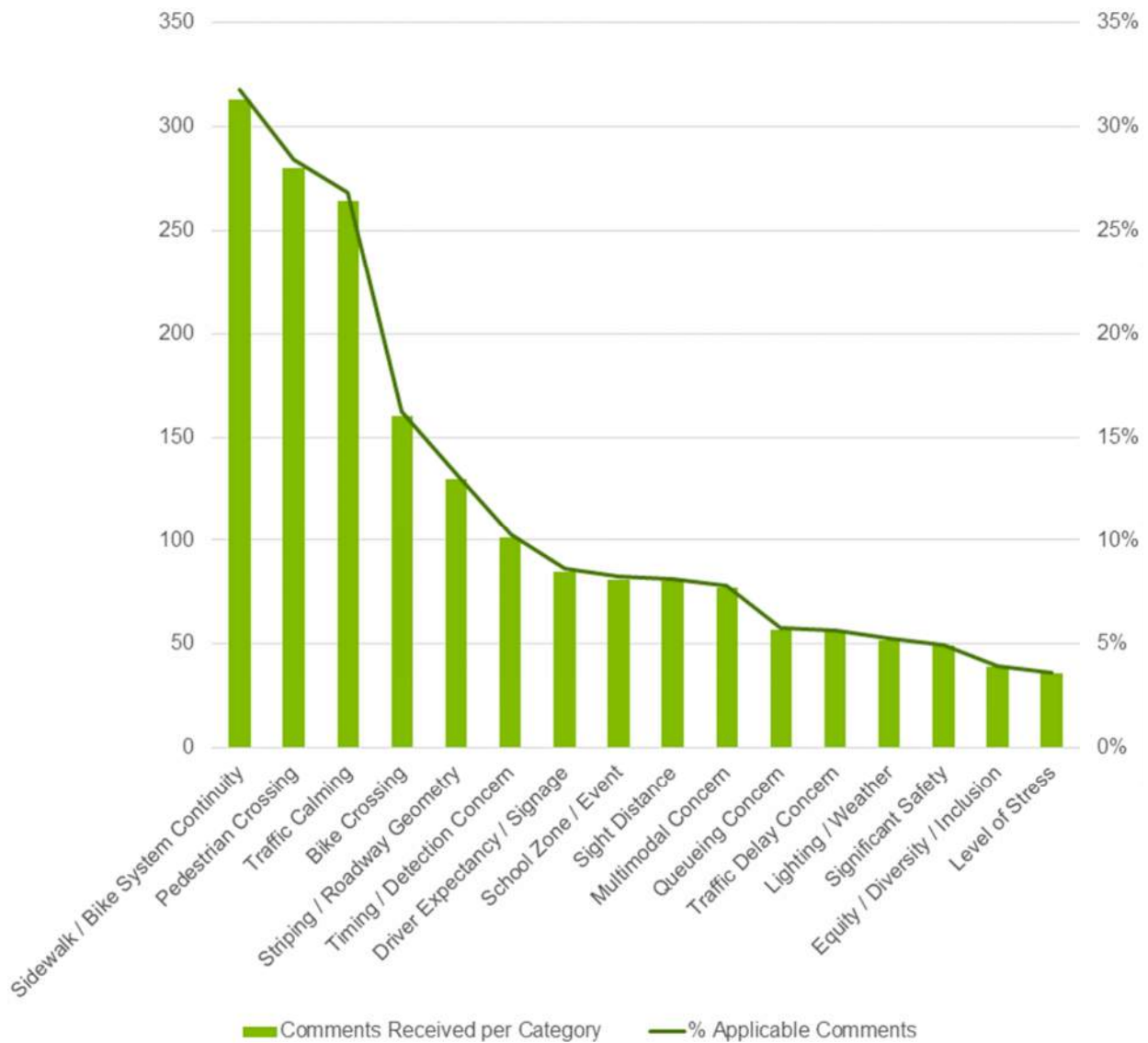


Figure 7. Public Survey Comments Breakdown by Tag

The following list summarizes trends noted in the public survey responses:

1. The MAX bus system is undependable and lacks multimodal connections east-west of the MAX terminals, which prevents a wider demographic of residents from using the MAX.
2. The residents in southwest Fort Collins along the Trilby Road corridor and northeast Fort Collins along Vine Drive are disconnected from the greater Fort Collins bike/pedestrian/transit network.
3. There is great desire to have more east-west connectivity for multimodal travel across College Avenue. People feel as though College Avenue is a “concrete canyon” that divides the city.

4. The number of comments requesting for traffic calming is much higher than comments concerned with vehicle delays.
5. Vehicle queues are the largest concern at fast-casual dining and coffee shops that stack across bike/pedestrian crossings as vehicles are likely to be less cognizant of the crossing as cars in queue block the sight distance for the crossing. Enhanced signage may help here if the queues themselves cannot be addressed.
6. A desire exists to have traffic calming measures along residential minor arterials including sidewalk bulb-outs to decrease crossing distances, road diets that reuse through lanes as bikeways/bus-only lanes, and more physical separation between cars and bikes/pedestrians.
7. Striping on multi-use paths is greatly appreciated on curves with short sight distances.
8. Most comments concerning equity and inclusion were focused on connecting low-income areas to the multimodal network in addition to ensuring that these connections are ADA compliant.
9. There is an identified potential for a road diet on West Mulberry Avenue between Riverside Avenue and Shields. There is little east-west delay in this typical four-lane section with no bike routes. There is interest in a major east-west bike connection.

To further understand and illustrate the public survey findings, the planning team created an ArcGIS web map. The web map shows each comment as an icon, broken down into each mode: biking, walking, driving, and taking transit. On the web map, a user can view any or all the modes. Within each mode category, the comments are further organized by the 16 tag categories. Again, a user can view any or all the tagged mode comments. Figures 8 through 11 illustrate the tagged breakdown of each mode of comments.

Each of the 1,020 comments received via the public survey are recorded in Appendix C Complete Public Survey Responses Record.

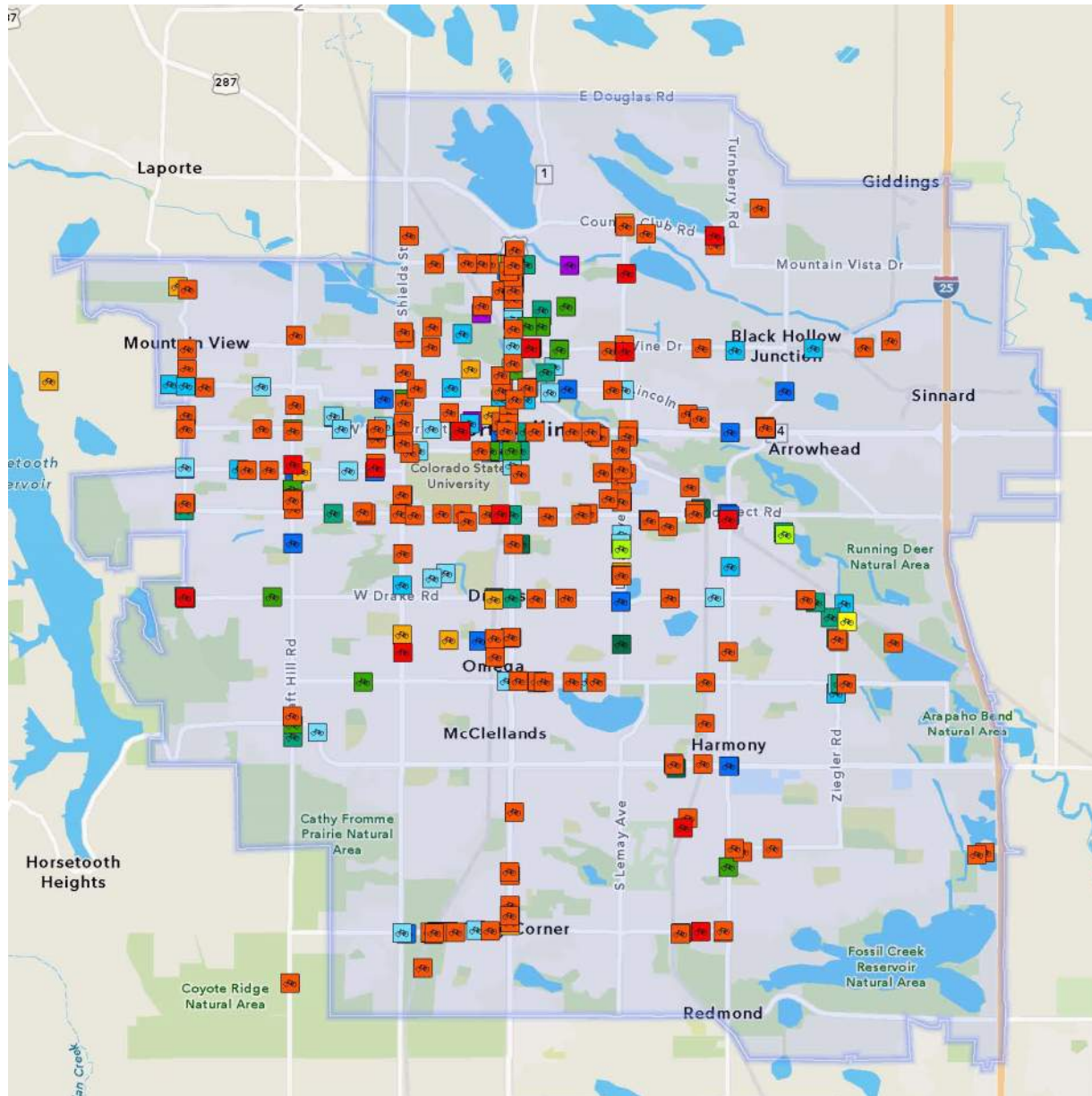



















Figure 8. Public Survey Biking Issues by Tag

-  Fort Collins Growth Management Area (GMA)
-  #1 - Level of Stress
-  #2 - Sidewalk / Bike System Continuity
-  #3 - Multimodal Concern
-  #4 - Traffic Delay Concern
-  #5 - Queuing Concern
-  #6 - Timing / Detection Concern
-  #7 - Pedestrian Crossing
-  #8 - School Zone / Event
-  #9 - Traffic Calming
-  #10 - Striping / Roadway Geometry
-  #11 - Bike Crossing
-  #12 - Driver Expectancy Signage
-  #13 - Lighting / Weather
-  #14 - Sight Distance
-  #15 - Equity / Diversity / Inclusion
-  #16 - Significant Safety



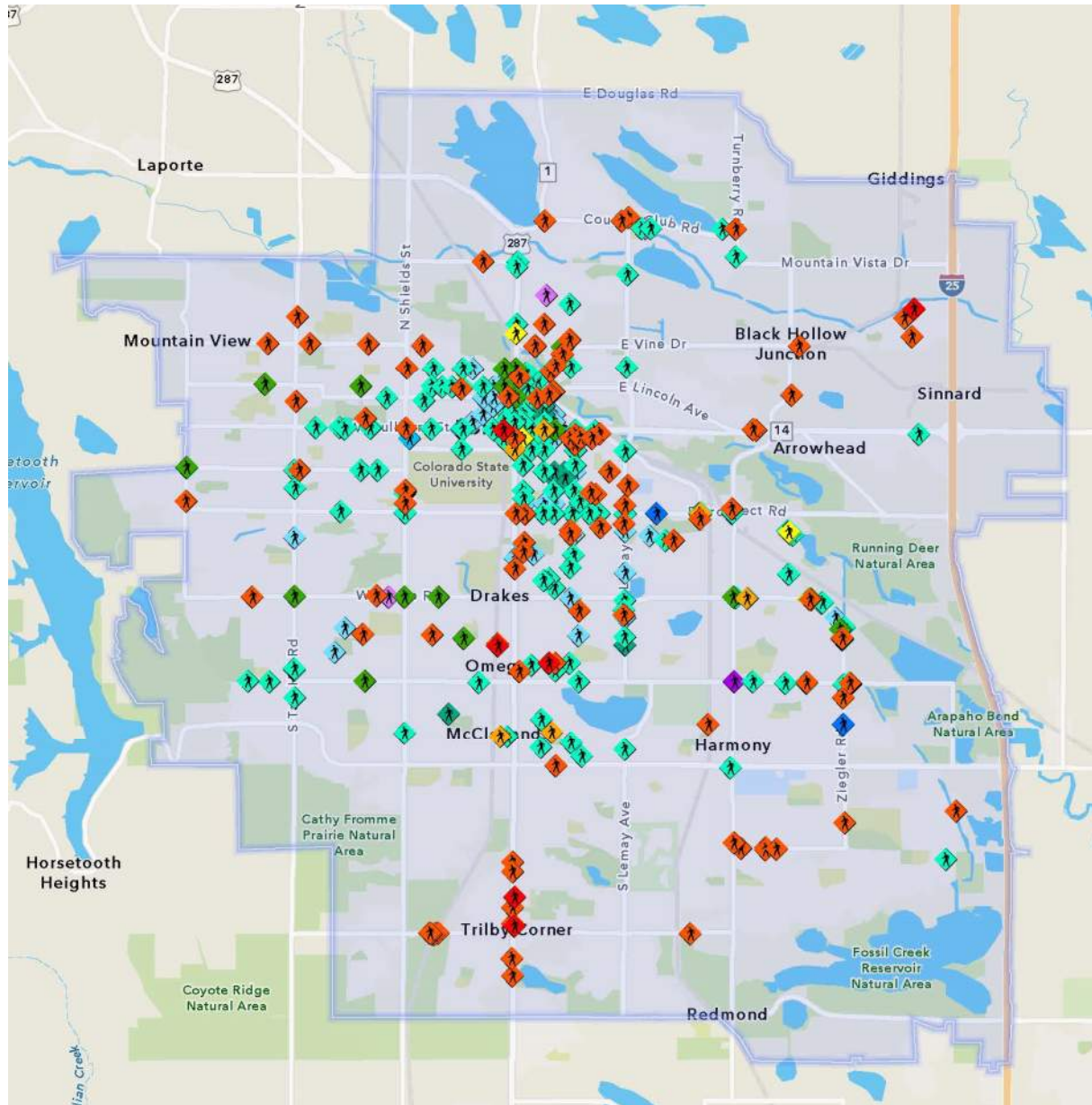
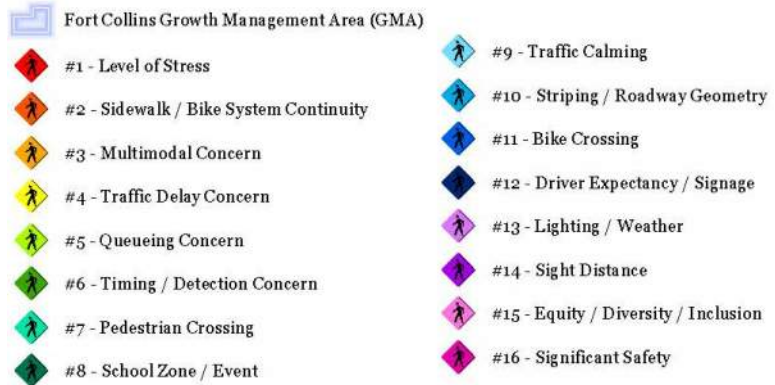


Figure 9. Public Survey Walking Issues by Tag



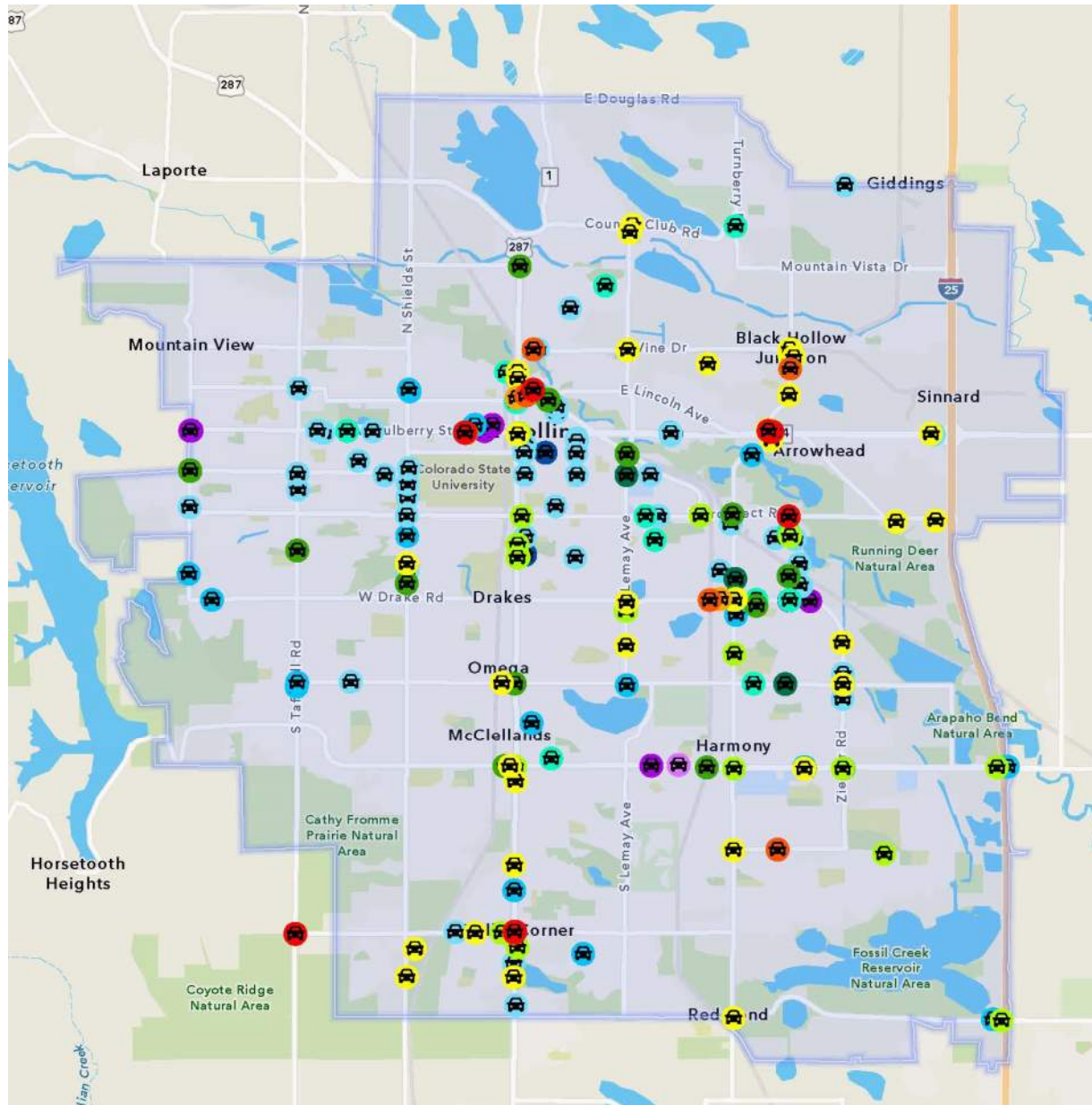


Figure 10. Public Survey Driving Issues by Tag

- Fort Collins Growth Management Area (GMA)
- #1 - Level of Stress
- #2 - Sidewalk / Bike System Continuity
- #3 - Multimodal Concern
- #4 - Traffic Delay Concern
- #5 - Queueing Concern
- #6 - Timing / Detection Concern
- #7 - Pedestrian Crossing
- #8 - School Zone / Event
- #9 - Traffic Calming
- #10 - Striping / Roadway Geometry
- #11 - Bike Crossing
- #12 - Driver Expectancy / Signage
- #13 - Lighting / Weather
- #14 - Sight Distance
- #15 - Equity / Diversity / Inclusion
- #16 - Significant Safety

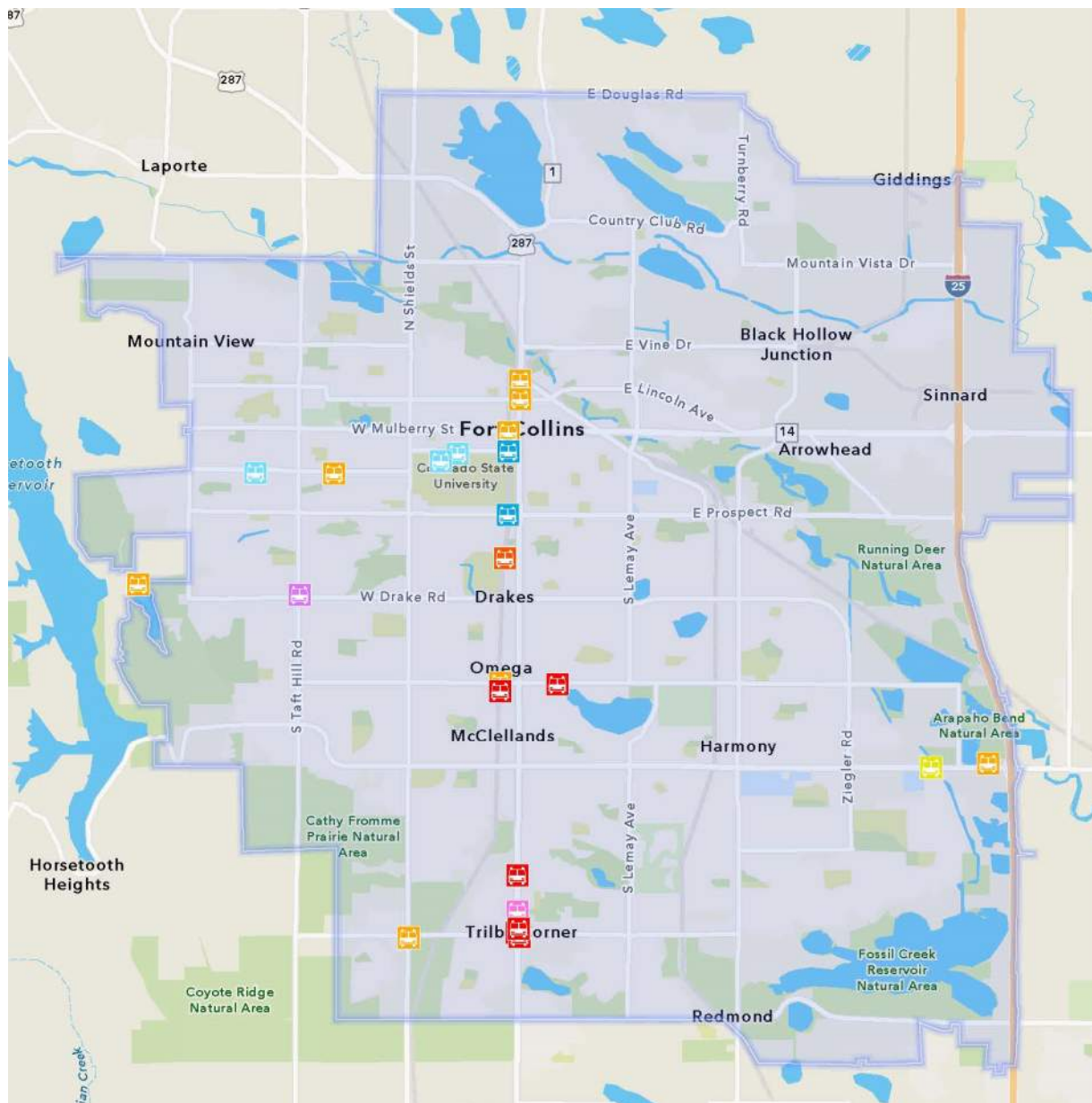


Figure 11. Public Survey Transit Issues by Tag

-  Fort Collins Growth Management Area (GMA)
-  #1 - Level of Stress
-  #2 - Sidewalk / Bike System Continuity
-  #3 - Multimodal Concern
-  #4 - Traffic Delay Concern
-  #5 - Queueing Concern
-  #9 - Traffic Calming
-  #10 - Striping / Roadway Geometry
-  #13 - Lighting / Weather
-  #15 - Equity / Diveristy / Inclusion

# **APPENDIX A PUBLIC ENGAGEMENT PLAN**



City of  
**Fort Collins**  
Engineering



# PUBLIC ENGAGEMENT PLAN

FORT COLLINS AND LARIMER COUNTY  
TRANSPORTATION CAPITAL PROJECT  
PRIORITIZATION STUDY

UPDATED NOVEMBER 30, 2021

“The City of Fort Collins places a high value on the involvement and engagement of our citizens. Local government has the advantage of being closest to the people it serves. It protects and enables the lives of the community’s residents every day...”

- City of Fort Collins Public Engagement Guide

This Public Engagement Plan (PEP) supports and reinforces the principles and goals of the official City of Fort Collins Public Engagement Guide.

Images are credited to the City of Fort Collins, Colorado.

# General Guidelines

- **Review and Quality Control.** All public-facing material will be reviewed by the City of Fort Collins and Larimer County prior to publishing to ensure the material is consistent with the city's and county's brand and communication style.
- **Scheduling.** This PEP will work to ensure this project does not overlap with other simultaneous project timelines in a way that distracts or dilutes this or other projects. Additionally, this PEP encourages the combination of public engagement events/ tactics between simultaneous city projects, if possible.
- **Work Sharing and Coordination.** Each item/task shown in this PEP will be developed through **coordination between Olsson, the City of Fort Collins, and Larimer County.** Items/tasks to be led by Olsson are denoted by an orange circle (●), items/tasks led by the City of Fort Collins are denoted with a blue circle (●). Olsson will share marketing materials with Larimer County, through Eric Tracy, to be cross-posted on county communication outlets. Marketing material will be clear that this project is a joint effort between the City of Fort Collins and Larimer County.

# PEP Snapshot

## Project Title

Fort Collins Transportation Capital Project  
Prioritization Study

## City/County Project Contacts

Nicole Hahn, PE, Project Manager, Fort Collins  
 Aaron Iverson, AICP, CTP, Project Manager, Fort Collins  
 Matt Murphy, Communications Specialist, Fort Collins  
 Heather Cox, Senior Communications Coordinator, Fort Collins  
 Eric Tracy, County Engineer, Larimer County

## Overall Public Involvement Level

Inform and Consult

## Bottom Line Question

What intersection and transportation corridor improvement projects should be prioritized over the next 10 years?

## Stakeholders

City Council  
 Property owners  
 Business owners  
 Business tenants  
 Major employers  
 Transportation advocacy groups  
 City Transportation Board  
 Developers  
 Fort Collins residents  
 Various City of Fort Collins departments  
 Larimer County residents  
 Various Larimer County departments  
 CDOT

**INFORM AND CONSULT**

# Phase 1: Quantitative Analysis

## Key Messages

- Between now and November 2021, Fort Collins city and Larimer County staff members will be engaging city and county residents and specific stakeholders to help compile data on problems regarding intersections and corridors and prioritize improvements.
- City and county residents and stakeholders can weigh in on the intersection and corridor issues through a public survey and study proposed solutions later in the process to help create a prioritized list of transportation improvements.

## Tools and Techniques

### Initial Project Marketing and Education (Inform)

- Tailored social media posts
  - City of Fort Collins Facebook, Twitter, Instagram, and Nextdoor
  - FCMoves Facebook and Twitter
  - Transfort Facebook and Twitter
- Email newsletters
  - City News
  - Momentum (FCMoves)
  - Transfort newsletter
  - Development Review newsletter
- Press releases
  - One each to advertise the public survey and public open house

- Our City page
  - Branded banner
  - Project overview
  - Project timeline
  - FAQs
  - Key dates
  - Newsfeed (monthly update posts)
  - Video links
  - Issuu integration with draft reports and document library
  - Who's listening

### Public Survey (Consult)

- Survey that is 10 minutes or less, using Bang the Table's "Places" tool
  - Market it through full marketing approach
- Adjust marketing approach to reach specific low responses areas by utilizing HOAs, Nextdoor, and various neighborhood groups to target specific areas

### Other Events

- City Board and Commission meetings to introduce the project

**Responsible Party**  
 City of Fort Collins (●)  
 Olsson (●)



**INFORM**

# Phase 2: Qualitative Analysis

## Key Message

Thank you for taking the public survey. Results are being analyzed and will be fully reviewed as an important factor as transportation projects are identified.

## Tools and Techniques

### Public Survey Summary *(Inform)*

- "What we heard" summary PDF about public survey results
- Market the PDF with Our City and social media posts

## Other Events

- City Board meeting to present analysis findings

**Responsible Party**  
City of Fort Collins ( ● )  
Olsson ( ● )

**INFORM AND CONSULT**

# Phase 3: Concept Design

## Key Message

City and county residents and stakeholders can weigh in on the intersection and corridor proposed improvement concepts through an online public open house to help finalize the prioritized list of transportation improvements.

## Tools and Techniques

### Public Open House *(Consult)*

- Market the virtual public open house with Our City, email newsletters, social media posts, and a press release
- Online open house
  - Open for 2 weeks
  - Our City
  - Series of videos and posters for online open house
    - Welcome video with project overview, findings so far, and instructions for the open house
    - Step through poster-by-poster to gather comments on concepts
    - Ask specific questions

### Wrap-Up *(Inform)*

- Compile summary PDF and post to Our City
- Market the PDF with Bang the Table, email newsletters, and social media posts

**Responsible Party**  
 City of Fort Collins ( ● )  
 Olsson ( ● )

# Schedule

This PEP schedule is part of the overall project schedule, but provides more detail as it relates to public engagement. Specific dates may change over the project timeline.

TASK/EVENT	LEAD PARTY	DATE
Our City webpage launch	Olsson	February 9, 2021
Video publish to introduce project	Fort Collins	February 9, 2021
Social media post to introduce project	Olsson	February 12, 2021
Launch public survey	Olsson	February 19, 2021
Press release publish to introduce project and push survey	Olsson	February 19, 2021
Our City webpage post to push survey	Olsson	February 19, 2021
Email newsletters publish to introduce project and push survey	Olsson	Next applicable publishing date
City Transportation Board Meeting to introduce project	Olsson	June 16, 2021
West Elizabeth BRT open house <i>(TCPPS survey marketing material to be handed out)</i>	Fort Collins	July 9, 2021
Initial marketing blast for virtual public open house	Olsson / Fort Collins	September 24, 2021
Virtual public open house	Olsson	October 14-31, 2021
Second marketing blast for virtual public open house	Olsson / Fort Collins	October 15, 2021
Third marketing blast for virtual public open house	Olsson / Fort Collins	October 25, 2021
Final marketing blast for public open house (during virtual public open house)	Olsson / Fort Collins	October 28, 2021
Close public survey	Olsson	October 31, 2021
Send follow-up thank you email to survey respondents about results; Noco Nosh giftcard winners	Olsson	November 12, 2021
Public engagement summary report submission; post report to Our City webpage	Olsson	December 15, 2021
City Transportation Board meeting to present analysis findings	Olsson	December 15, 2021

## **APPENDIX B VIRTUAL OPEN HOUSE RECORD**

The screenshot shows a website header with the City of Fort Collins Engineering logo and navigation links for HOME, OPEN HOUSE, and CONTACT US. A language dropdown menu is set to EN. The main content area features a background image of a road and mountains. The title reads "FORT COLLINS TRANSPORTATION CAPITAL PROJECTS PRIORITIZATION STUDY VIRTUAL OPEN HOUSE". Below the title, a dark green box contains the following text:

**Welcome and thank you for joining us!**

By participating in this open house, you'll learn more about this study, why it's important, and how you can provide feedback on future transportation improvements within Fort Collins and its Growth Management Area (GMA).

The open house includes six pages, and is estimated to take approximately 20 minutes. The pages include:

- Sign In and Gift Card Entry (1 minute)
- Project Overview (2 minutes)
- Progress to Date (Analysis of Arterial Intersections and Segments) (5 minutes)
- Draft Prioritization Criteria (Feedback Opportunity) (5 minutes)
- Public Survey (Feedback Opportunity) (7 minutes)
- Contact Form (1 minute)

Click the **ORANGE** button to begin!

LET'S GO! >

The screenshot shows a website header with the City of Fort Collins Engineering logo on the left and navigation links for HOME, OPEN HOUSE, CONTACT US, and a language dropdown menu (EN) on the right. The main content area has a dark green background with the heading "FIRST THINGS FIRST!". Below the heading, there is text explaining that users should use the form to sign in and enter into an attendance drawing, with a prize of a \$25 Noco Nosh gift card for four participants. A sub-heading "SIGN IN HERE" is positioned above a form with three input fields: "First Name", "Last Name", and "Email". A yellow "SUBMIT" button is located at the bottom right of the form.

City of Fort Collins Engineering

HOME OPEN HOUSE CONTACT US EN

## FIRST THINGS FIRST!

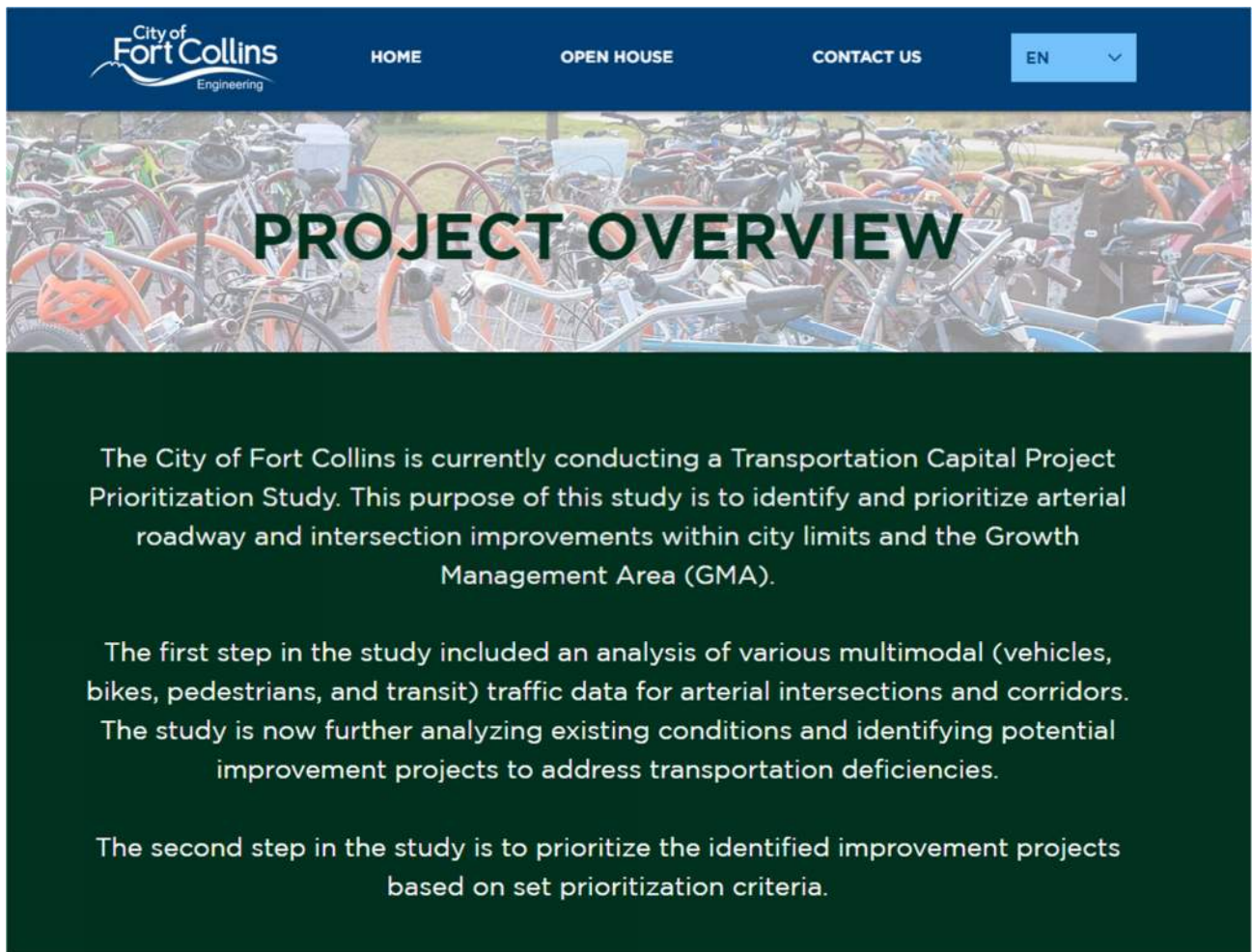
Please use the form below to sign in and enter into an attendance drawing.  
Four open house participants will win a **\$25 Noco Nosh gift card!**

Use the form below to sign in and enter the drawing:

### SIGN IN HERE

<i>First Name</i>	<i>Last Name</i>
<i>Email</i>	

SUBMIT



The screenshot shows the City of Fort Collins website header with the logo and navigation links: HOME, OPEN HOUSE, CONTACT US, and EN. Below the header is a banner image of many bicycles parked in a lot, with the text 'PROJECT OVERVIEW' overlaid in large, bold, green letters.

The City of Fort Collins is currently conducting a Transportation Capital Project Prioritization Study. This purpose of this study is to identify and prioritize arterial roadway and intersection improvements within city limits and the Growth Management Area (GMA).

The first step in the study included an analysis of various multimodal (vehicles, bikes, pedestrians, and transit) traffic data for arterial intersections and corridors. The study is now further analyzing existing conditions and identifying potential improvement projects to address transportation deficiencies.

The second step in the study is to prioritize the identified improvement projects based on set prioritization criteria.

The screenshot shows a website header for the City of Fort Collins Engineering department. The navigation menu includes 'HOME', 'OPEN HOUSE', 'CONTACT US', and a language dropdown set to 'EN'. The main content area features a background image of a street with cars and trees, overlaid with the text 'PROGRESS TO DATE'. Below this is a section titled 'TIER 1 INTERSECTION SCREENING' with the following text:

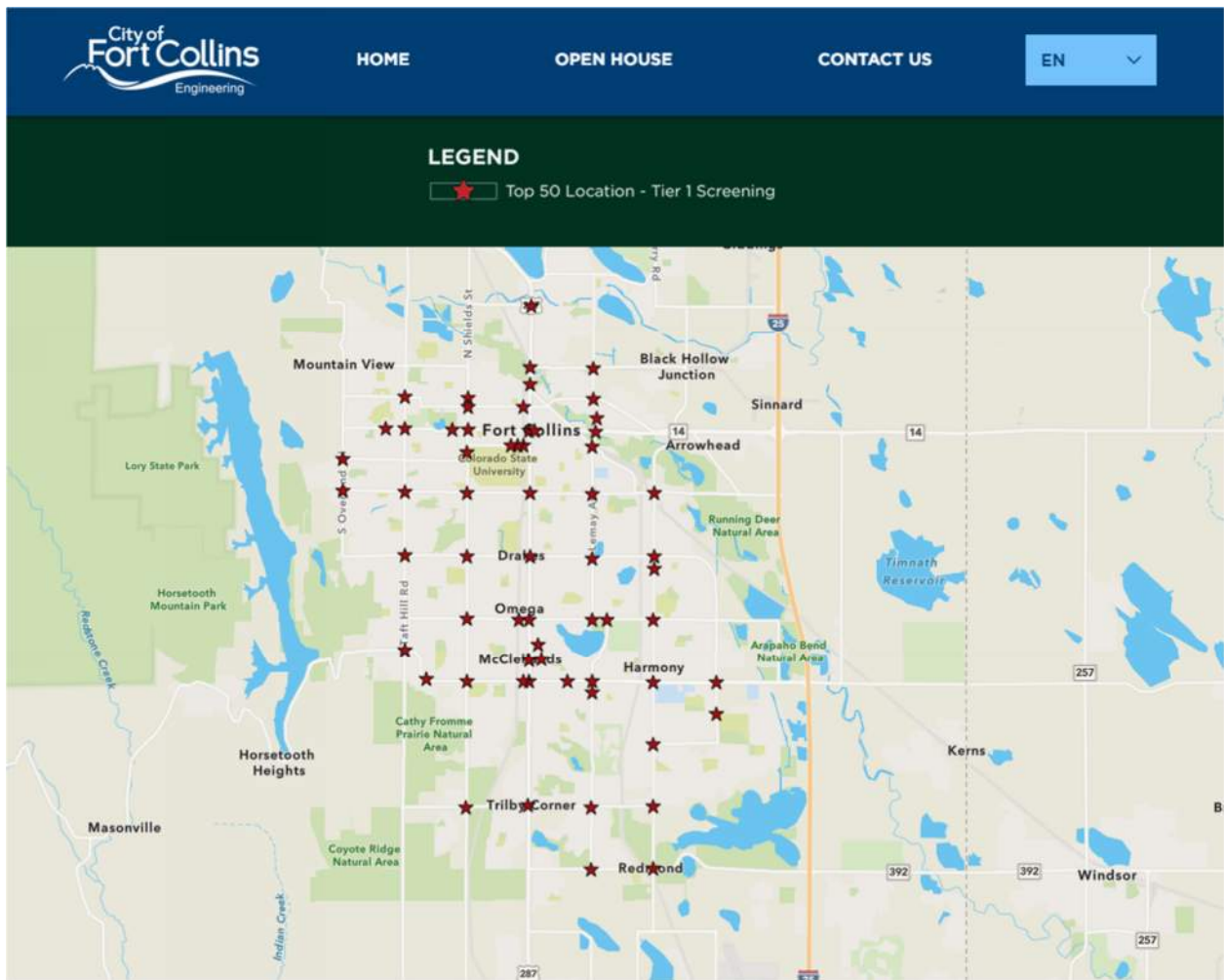
This study includes two phases to identify and prioritize transportation projects. Phase 1 is an initial, high-level "Tier 1" screening evaluation of arterial intersections and arterial corridors based on their current safety and congestion levels.

To date, the project team has reviewed all arterial intersections and roadway segments within the city and GMA and determined the areas that currently experience the highest crash frequency and congestion. At the intersections, the project team reviewed all crashes to determine the "Level of Safety Service" and excess crash costs. This considers the number of crashes that are occurring beyond what is happening at other comparative locations, with an emphasis on severe crashes. The project team combined this excess crash cost with an excess user delay cost to create an overall excess cost and determine which intersections need the most attention.

The map below shows the results of the Tier 1 screening evaluation.  
**Click each star to see how the intersection performed in the initial screening.**

**NOTE: The lower the ranking, the greater the need for congestion and safety improvements (i.e., an intersection with a ranking of "1" has more safety and congestion issues than an intersection with a ranking of "15").**





**City of Fort Collins**  
Engineering

HOME OPEN HOUSE CONTACT US EN

## TOP 50 ROAD CORRIDOR SEGMENTS

During the Tier 1 screening, the project team also reviewed crashes along roadway segments, in between intersections, and identified segments with the highest incidences of crashes. This data will be used in conjunction with the arterial intersection safety and congestion analysis to identify places that should be prioritized for improvements.

The map below shows the segments with the highest incidences of crashes.

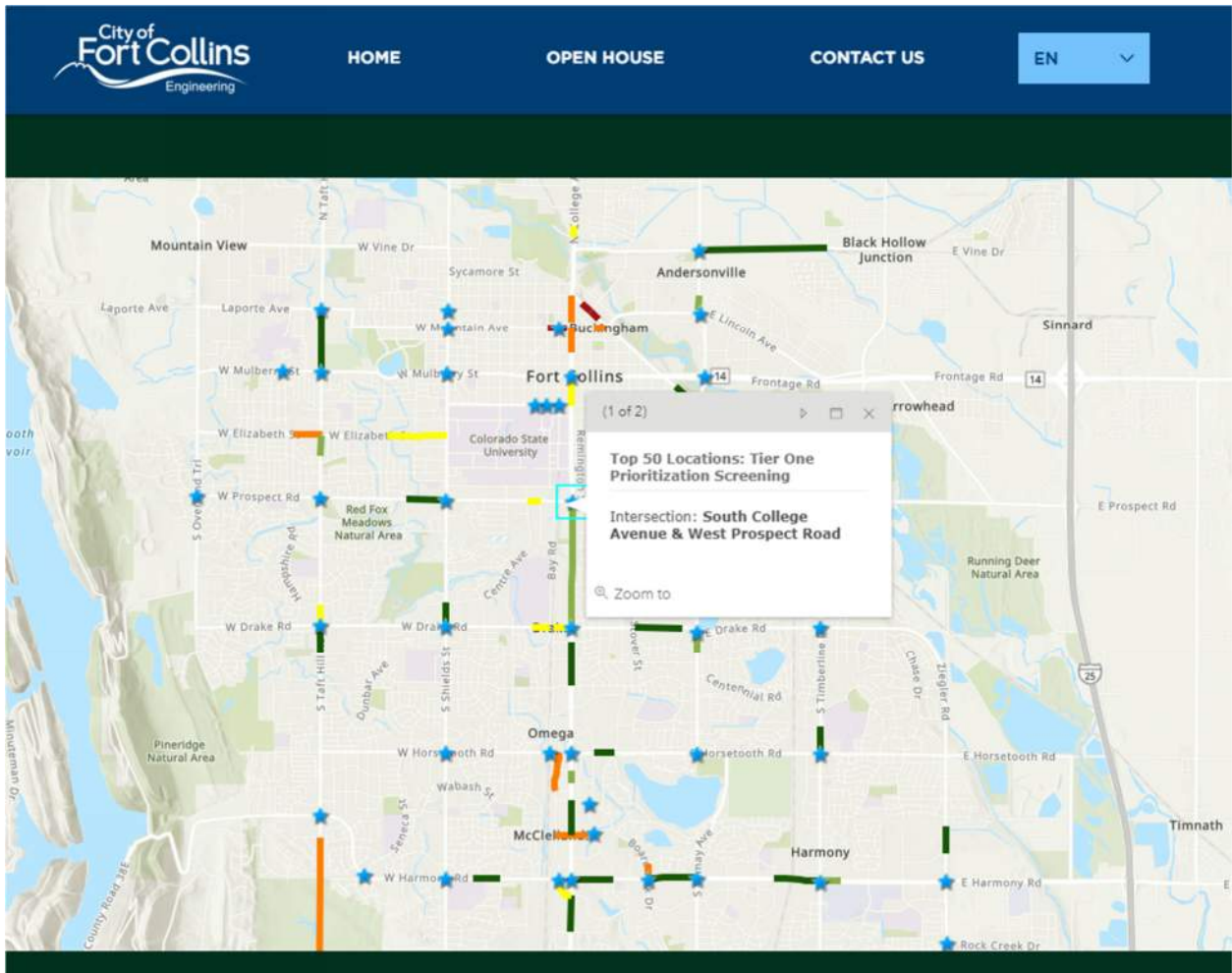
**NOTE: The lower the ranking, the greater the need for congestion and safety improvements (i.e., a corridor segment with a ranking of "1" has more safety and congestion issues than a corridor segment with a ranking of "15").**

**LEGEND**

- Top 50 Location - Tier 1 Screening

**Crash Rates per 100 Million Vehicle-Miles of Travel (MVMT)**

- Greater than 1,000 crashes/MVMT
- 400 to 1,000 crashes/MVMT
- 250 to 400 crashes/MVMT
- 175 to 250 crashes/MVMT
- Less than 175 crashes/MVMT



City of Fort Collins Engineering

HOME OPEN HOUSE CONTACT US EN


W 22nd St W 18th St Esri, NASA, NGA, USGS, FEMA | City of Fort Collins, Esri, HERE, Garmin, SafeGraph, INCREME

## WHAT WILL BE INCLUDED IN TIER 2?


Potential projects will be identified during the Tier 2 Analysis that will then be ranked based on a series of prioritization criteria. The criteria will consider a range of potential operational, economic, and societal benefits.

[← BACK](#) Click **CONTINUE** to move on to Draft Prioritization Criteria, or click **BACK** to return to Project Overview. [CONTINUE →](#)

City of Fort Collins Engineering



HOME      OPEN HOUSE      CONTACT US      EN ▾



# DRAFT PRIORITIZATION CRITERIA

Having identified locations with the Tier 1 screening, intersection improvement recommendations can be developed to address operational issues. Improvements will be prioritized using both quantitative and qualitative criteria. Recommended intersection improvements will be presented in the following Tier 2 analysis of the study.

These criteria will be evaluated using the results of our analysis and previous public engagement efforts as well as many other data sets from local agencies. Please see the table below for descriptions of the criteria and how they will be evaluated.

# DRAFT PRIORITIZATION CRITERIA LIST

**Peak Hour Delay Reduction**  
Reduction in average delay per vehicle across all peak hours

**Crash Reduction**  
Reduction in crashes per year

---

**Overall Cost**  
Considers overall costs (monetary or otherwise) including construction cost, complexity, duration, right-of-way impacts, and utility impacts

**Growth**  
Expected traffic growth that could indicate future operational issues

**Active Modes Compatibility**  
Addresses how the improvements' impact on safety and accessibility for active modes (walking, biking, and taking transit) and verifies alignment with current active mode plan(s)

**Funding Availability**  
Addresses the potential to receive federal or state funding or the ability to share costs with other agencies like CDOT and Larimer County

**Compatibility with Other Projects**  
Addresses the potential to support other public infrastructure or private development projects

**Equity**  
Addresses whether implementing improvements enhance transportation in areas of underserved or disadvantaged communities using U.S. Census data

**Public Engagement**  
Addresses whether implementing improvements addresses feedback received from the public engagement surveys



# WHAT DO YOU THINK?

We would like your input on these criteria. Which evaluation measures are most important to you? Please answer the two questions below to rank each measure from what you think is most to least important, with Rank 1 being highest priority and Rank 9 being lowest priority.

## Draft Prioritization Criteria Feedback

\* 1. Please select your top five (5) most important prioritization criteria from the options below. **Be sure to click "Done" to submit your responses.**

- Peak Hour Delay Reduction
- Crash Reduction
- Overall Cost
- Growth
- Active Modes Compatibility
- Funding Availability
- Compatibility with Other Projects
- Equity
- Public Engagement

2. Are there any other prioritization criteria that the city should consider? Please tell us.

DONE



## HAVE YOU COMPLETED THE PUBLIC SURVEY YET?

The City has been engaging with the public during this project through a public survey on **Our City**, the City's public engagement website. If you have not yet participated in the public survey, please consider doing so. The survey is a mapping exercise for you to show us where issues related to biking, walking, driving, and taking transit exist within the City and GMA.

Public input has been encouraged throughout the course of the study as it will help the City develop the best possible prioritized lists of transportation projects and evaluation criteria.

Click **TAKE THE SURVEY** below to complete the survey.

**TAKE THE SURVEY**

**< BACK**

Click **CONTINUE** to complete the open house, or click **BACK** to return to Draft Prioritization Criteria.

**CONTINUE >**



The screenshot shows a website header for the City of Fort Collins Engineering. The navigation menu includes 'HOME', 'OPEN HOUSE', and 'CONTACT US', along with a language dropdown set to 'EN'. The main content area features a large 'THANK YOU!' message in green text over a background image of a street scene. Below this, a dark green box contains the text: 'We appreciate your time and feedback!' and 'If you have additional thoughts or any questions about the project, please use the form below to reach out.' The form itself is white and contains fields for 'First Name', 'Last Name', 'Email', and a text area for a message. A yellow 'SUBMIT' button is positioned to the right of the form. At the bottom left of the form area, contact information for Dana Hornkohl, Project Manager, is provided: 'DANA HORNKOHL', 'PROJECT MANAGER', 'CITY OF FORT COLLINS', and 'DHORNKOHL@FCGOV.COM'.

# **APPENDIX C COMPLETE PUBLIC SURVEY RESPONSES RECORD**

EXHIBIT A TO RESOLUTION 2023-086

Item 17.	Comment Marker Location Details				Comment
Date of Comment	Latitude	Longitude	Address	Issue Category	
Apr 17 21 10:46:41 am	40.60900046	-105.0570095	1110 Lindenwood Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42309">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42309</a>	Biking	I am concerned with the crosswalk just south of the irrigation ditch on Lindenmeyer/Lemay. The neighborhoods that utilize this crosswalk include Greenbriar, evergreen, and greenbrier village. We are unable to use any other crosswalk to cross Lemay. This crosswalk is just outside of the school zone. Very often drivers do not stop when the lights are flashing. With the congestion at pick-up drop-off at Tavelli from limited busing, and even last year when bussing was at normal function, this crosswalk could use attention. I have many suggestions and would love to talk more about this. I'm in contact with out SRO.
Apr 17 21 10:55:19 am	40.60720854	-105.0615907	813 Quail Run, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42310">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42310</a>	Driving	The traffic on Willox has increased since we moved here 7 yrs ago. Drivers go above the 30 mph speed limit. I would love to see speed bumps installed like on Swallow and Elizabeth. Those have done a great job in reducing speeds, I've observed. People and families with kids have to wait until there is no traffic to cross to and from the park. Drivers do not see the crosswalks until they're through them. Drivers will sometimes even go around a car that stops for the crosswalk.
Apr 23 21 10:09:21 am	40.58003057	-105.0959015	635 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42698">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42698</a>	Biking	Shields from LaPorte south to Laurel is unsafe for biking due to lack of bike lanes/roadway space to share with motor vehicles.
Apr 23 21 10:10:55 am	40.56880095	-105.1149774	1551 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42699">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42699</a>	Biking	Taft Hill Road from Laporte south to Prospect is unsafe for biking due to lack of bike lanes/roadway space to share with motor vehicles.
Apr 23 21 10:16:01 am	40.55267851	-105.1338387	2555 South Overland Trail, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42700">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42700</a>	Biking	Unsafe intersection, primarily for bicyclists being the more vulnerable road users. Motorists are also somewhat confused and therefore not safe. Traveling south on Overland Trail all traffic is required to yield to northbound traffic. There is one road sign indicating this, which is part of the confusion. Biking north through that intersection on Overland, most motor vehicle traffic does yield but it's clear from looking at them they are confused. Some traffic does not yield. Eventually there will be a serious or fatal bicycle casualty at this intersection.
Apr 23 21 10:17:50 am	40.56715465	-105.0856018	545 West Prospect Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42701">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42701</a>	Biking	Prospect going east is unsafe for biking due to lack of bike lanes/roadway space to share with motor vehicles.
Apr 23 21 10:22:24 am	40.59225225	-105.0768471	406 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42702">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42702</a>	Driving	Congested and unsafe intersection. Lots of large truck traffic. Heaviest traffic flow is westbound Cheery/Willow traffic turning right (north) on to College. Turn lane just disappears on College resulting in congestion. Signals/signal timing at this intersection DO NOT traffic level safety.
Apr 23 21 10:24:17 am	40.59213819	-105.0767505	223 Willow Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42703">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42703</a>	Biking	Signal timing unsafe for bicyclists crossing College headed west. Signal is green for very short time (seems like 15 seconds?). Unless the cyclist starts immediately when the signal turns green it is impossible to cross before yellow.
Apr 23 21 10:26:46 am	40.59538064	-105.0572777	622 North Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42704">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42704</a>	Biking	Horrible intersection, very congested, very unsafe. Virtually no traffic control. Cyclist safety depends upon making eye contact with motorists at all four intersection points.
Apr 23 21 10:29:16 am	40.596012	-105.05768	1030 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42705">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42705</a>	Driving	Horrible congestion and traffic control at this intersection (Vine/Lemay). Lots of backups multiple times daily, with resulting poor air quality. Only control is four way stop, which motorists interpret for themselves - some stop and look, others roll through, etc.
Apr 24 21 06:27:34 pm	40.49448156	-105.0466776	1702 East Trilby Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42763">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42763</a>	Walking	No sidewalk from power trail to Timberline Rd.
Apr 24 21 06:28:26 pm	40.49444893	-105.0474072	1630 East Trilby Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42764">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42764</a>	Biking	No sidewalk or bike lanes between power trail and Timberline Rd.
Apr 24 21 07:11:32 pm	40.50916605	-105.0334811	5602 Kadenwood Drive, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42765">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42765</a>	Walking	No sidewalks along Ketcher Rd and Timberline Rd
Apr 24 21 07:16:02 pm	40.51556096	-105.0007367	5114 Strauss Cabin Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42766">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-42766</a>	Walking	Need sidewalks along entire section of Strauss Cabin Road between Harmony and Ketcher Rd.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Apr 27 21 04:33:14 pm	40.52352111	-105.0791216	224 West Harmony Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42866">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42866</a>	Driving	I wasn't sure whether to call this a walking or a driving issue, but this stretch of Harmony, between College and the railroad tracks, is often congested and confused. The timing of the signal at Mason seems to be slow (or rarely offers pedestrians a green light?) because there are SO many pedestrians who cross against the light here. At night especially, it's really unsafe. But even during the day, with pedestrians crossing against the light, and with all the traffic coming off of College, it can be a dangerous intersection, trying to keep track of all the various pedestrians, cars, bikes, wheelchairs, etc crossing.
Apr 27 21 04:36:35 pm	40.58110616	-105.0501966	417 South Link Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42867">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42867</a>	Driving	This intersection is confusing and dangerous, especially for out-of-towners. I often need to turn west onto Mulberry from the southern frontage road, and making that left turn is crazy... you're trying to keep an eye on drivers in the frontage road (some of whom are turning onto Mulberry, some of whom are continuing east) and the oncoming Link Lane traffic often doesn't signal...it's chaotic. I'm not sure how to resolve it but it sure needs it!
Apr 27 21 04:41:30 pm	40.53112967	-105.0743902	4221 John F Kennedy Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42868">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42868</a>	Driving	On at least three different occasions, I've been sitting in the left-most lane of the exit road from the post office, trying to turn left onto JFK Parkway, and drivers on JFK Parkway have nearly hit me head-on, thinking that's the entry to the post office (rather than the one-way westbound exit road, where drivers wanting to turn left out of the post office parking lot are asked to use the left lane).
May 01 21 08:22:35 am	40.53149662	-105.0724053	4027 Boardwalk Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42999">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-42999</a>	Walking	I often walk to post office on boardwalk — the crossing at the post office is not marked. This is dangerous because the curve in road makes it hard to see traffic far enough distance to make a safe crossing
May 01 21 08:24:36 am	40.5263102	-105.0580072	4420 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43000">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43000</a>	Walking	This is the only east exit out of our neighborhood and traffic can be heavy and fast along lemay so crossing can be challenging to a walker. A button on-demand stop light would be very helpful
May 01 21 08:26:00 am	40.52515217	-105.0654531	4522 Boardwalk Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43001">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43001</a>	Walking	This is only east exit out of our neighborhood. A crosswalk and push button on demand traffic light would be very helpful during times of fast, heavy traffic
May 01 21 08:27:25 am	40.4944595	-105.1154755	West Trilby Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43002">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43002</a>	Driving	No traffic signal at Trilby and Taft Hill to enable safe left turn.
May 01 21 08:27:40 am	40.52348849	-105.0699377	356 East Harmony Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43003">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43003</a>	Walking	Close enough I could bike or walk to King Soopers etc except the sidewalk is incomplete along harmony. I have walked but it is very dangerous.
May 01 21 08:31:50 am	40.50833895	-104.9946211	4225 East County Road 36, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43004">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43004</a>	Biking	No safe bicycle route along Kechter over I25 from CR7 to CR5
May 01 21 08:34:21 am	40.52331883	-105.0061515	3733 East Harmony Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43005">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43005</a>	Transit	Need BRT on Harmony Rd. from S. Transit Center to a new transit center in Timnath to reduce traffic congestion
May 01 21 08:37:57 am	40.51357496	-105.0199794	5117 Ziegler Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43006">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43006</a>	Walking	Need to complete sidewalk on west side of Ziegler Rd., if Ron Ruff is willing.
May 01 21 08:39:31 am	40.47966117	-104.9941521	4497 Carpenter Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43007">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43007</a>	Driving	Left turn single need for southbound I25 frontage road onto eastbound SH392
May 01 21 08:41:44 am	40.58071167	-105.0072075	Frontage Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43008">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43008</a>	Walking	Pedestrians crossing Mulberry from hotels located on the north side to the gas stations on south side. VERY DANGEROUS
May 01 21 08:43:17 am	40.58747077	-105.0291702	County Road 9e, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43009">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43009</a>	Walking	Gap in sidewalk that could be completed at relatively low cost
May 01 21 08:44:40 am	40.58169285	-105.0325155	South Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43010">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43010</a>	Driving	Very dangerous intersection as I am sure you are aware. I would be willing to discuss what I think might be good options for this intersection

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 01 21 08:47:44 am	40.59570312	-105.0381184	2090 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43011">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43011</a>	Biking	Major pinch point at canal bridge. This is a major path to old down from my residence in Waterglen. Side note to this entire stretch of road, adding lighting and/or a barrier at least on one side of the road with possibly a two way path would greatly increase the safety of riding, especially kids, at night.
May 01 21 08:51:23 am	40.57416657	-105.0578957	1001 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43012">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43012</a>	Driving	East bound Elizabeth to North bound Lemay could benefit from a right turn arrow at this intersection. to increase flow especially during school hours but also in general
May 01 21 08:54:05 am	40.56345906	-105.0754842	1800 Remington Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43013">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43013</a>	Driving	I've witnessed multiple cars blow through this stop sign coming from the North. This is particularly of concern as this is also a crossing for Spring Creek Trail. Perhaps bumps on the road to help remind?
May 01 21 11:52:48 am	40.53531279	-105.0202739	3808 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43014">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43014</a>	Walking	Would be nice to have a pedestrian crossing here or at Paddington to connect the neighborhoods on either side - right now the options are go all the way up to Horsetooth or down to Council Tree Avenue.
May 01 21 04:50:01 pm	40.5610402	-105.0579221	1101 Stoney Hill Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43059">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43059</a>	Biking	Lemay is congested and can be quite dangerous to cross.
May 01 21 04:50:43 pm	40.55670982	-105.0579388	1100 Parkwood Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43060">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43060</a>	Biking	Lemay is congested and can be quite dangerous to cross.
May 01 21 04:56:58 pm	40.59857017	-105.0855638	702 Harts Gardens Lane, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43061">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43061</a>	Biking	Poudre Trail is poorly marked in this area, leading to confusion. Main trail should be clearly marked, separating it from spur trails.
May 01 21 04:59:46 pm	40.5799501	-105.0951917	1004 Mantz Place, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43062">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43062</a>	Walking	Poorly marked. Main trail should be clearly delineated from spurs.
May 01 21 05:03:13 pm	40.55995521	-105.0768497	2120 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43063">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43063</a>	Driving	Cain's Chicken is so popular, College Ave. traffic backs up as people wait to access the drive-through and/or parking lot. This presents a potentially serious hazard.
May 01 21 05:08:11 pm	40.55065714	-105.0580275	2779 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43064">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43064</a>	Driving	Lemay Ave. traffic often backs up as people try to drive to/from the popular Starbucks. I've witnesses several close-call "almost accidents" there.
May 01 21 05:13:20 pm	40.59602982	-105.0576388	701 North Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43065">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43065</a>	Driving	Intersection of Lemay and Vine becomes a nightmare at commute times. Over-building in NE Fort Collins has shown extremely poor planning by the city, and a serious lack of control on development.
May 01 21 08:20:36 pm	40.56722451	-105.0637349	813 East Prospect Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43069">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43069</a>	Biking	it is dangerous to ride a bike on this street. There are no usable separated bike lanes, traffic is oft heavy, the sidewalks are not appropriate, either. So I use neighborhoods and Spring Creek Trail.
May 01 21 08:22:25 pm	40.55257062	-105.0494803	1601 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43070">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43070</a>	Biking	scary to bike ride on the street here, I use the neighborhood streets and the sidewalk.
May 01 21 08:25:11 pm	40.55266565	-105.0415917	1955 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43071">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43071</a>	Driving	This is a dangerous intersection now that apartments due to vehicle/ped/bike interaction. With increased traffic it is difficult to turn left or right on to Drake. Furthermore, there is construction here and it will be around for another year.  AND I am concerned about new and existing driveways on this part of Joseph Allen making the turning more complicated.
May 01 21 08:26:18 pm	40.55269041	-105.0416986	1955 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43072">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43072</a>	Biking	It is hard to feel safe turning north onto Joseph Allen due to the construction and the many fast driving vehicles on the road here. Accidents waiting to happen in my opinion

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 01 21 08:30:29 pm	40.55751659	-105.0416648	2215 Joseph Allen Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43073">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43073</a>	Driving	hard to back out of my driveway here due to fast moving vehicles and a decent amount of bike riders. Could a 4 way stop be added? Could speed enforcement be added between Bear Mountain and Drake? This seems to be a well used short cut...
May 01 21 08:33:16 pm	40.53532753	-105.0203102	3036 Eastgate Lane, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43074">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43074</a>	Driving	This is a very difficult area to turn into when heading north on Zeigler. Furthermore, the snow is not plowed there and it becomes icy and dangerous for weeks at a time.
May 01 21 08:36:28 pm	40.54506684	-105.0201493	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43075">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43075</a>	Biking	it is dangerous trying to get across Zeigler to enter this neighborhood after riding bike trails around the lakes. I generally avoid it now but other times I run with my bike to cross the street. I hope there is good mitigation before the new subdivisions are built to the east.
May 01 21 08:38:52 pm	40.55539485	-105.0960963	2339 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43076">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43076</a>	Driving	The green light signal is to short and also the red light signal is way toooo long. Commentary: I could take a nap...
May 02 21 07:33:53 am	40.56666564	-105.0707531	409 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43077">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43077</a>	Biking	No bike lanes
May 02 21 07:36:27 am	40.5547246	-105.0960839	2507 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43078">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43078</a>	Biking	North bound bike lane is very narrow. Morning car commuters turning right onto Centre regularly cut off bikes.
May 02 21 07:38:33 am	40.53819924	-105.0757742	200 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43079">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43079</a>	Biking	No bike lane for traveling east.
May 02 21 07:41:50 am	40.54310754	-105.0959229	3226 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43080">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43080</a>	Biking	Following heavy snows, snow plows throw all the Shields snow onto bike lanes and sidewalks, leaving both unusable for days at a time while the street is polished to a bone dry state. Shows the City places a hugely lopsided priority in catering to motorists.
May 02 21 10:08:09 am	40.58123654	-105.0768042	502 South College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43081">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43081</a>	Driving	This intersection, Mulberry from Mason, across College, to Remington frequently experiences "gridlock" in the true sense. Cars on Mulberry block Mason frequently and Remington occasionally causing north and southbound traffic to be unable to move even when their light is green. I thought this might be due to train backups, but it happens even when there isn't a train.
May 02 21 10:10:27 am	40.55991697	-105.076654	Frontage Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43082">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43082</a>	Driving	I cannot believe that the city cannot do something, issue tickets for blocking traffic?, to deal with the drive through backup at Raising Canes, Starbucks and the Human Bean. A sign saying "congested area" is not adequate.
May 02 21 03:12:33 pm	40.52354551	-105.0789027	224 West Harmony Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43084">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43084</a>	Driving	Making left turns off of Harmony onto Mason (both directions) is dangerous. Difficult to see oncoming traffic to yield to, since the turn lanes on Harmony obstruct the view from each other. If they were offset more, with a skinnier island next to the turn lane, this would allow a much better line of sight behind the vehicle opposite you as you try to turn left safely.
May 02 21 03:14:05 pm	40.524842	-105.0709612	4515 John F Kennedy Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43085">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43085</a>	Driving	This uncontrolled intersection can get very busy. I think a roundabout would solve it quite easily, and allow for the most flow of traffic as possible. Adding a stoplight on JFK would add to the congestion, while a roundabout would likely be easiest. Also dangerous here for pedestrians trying to cross since it's so busy.
May 02 21 03:16:09 pm	40.52372744	-105.0488126	1550 East Harmony Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43086">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43086</a>	Driving	Burned out street light for more than a year makes it difficult to see where to turn right on McMurry into the shopping center when traveling west on Harmony.
May 02 21 03:19:35 pm	40.52335995	-105.0269526	2690 East Harmony Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43087">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43087</a>	Driving	Turning west on Harmony from South on Corbett drive can be very confusing to motorists sometimes. The paint lines for the bike lane make it appear there is a merge lane on Harmony for cars turning right, but there is not. I have seen many people coming out of Corbett cut someone off in the far right lane of Harmony, thinking they had their own lane. The nearby bust stop may be contributing to this confusion. This could possibly be easily solved with some updates/refreshing to the painted road lines or signage as you approach the turn.
May 02 21 03:22:08 pm	40.52341826	-104.9915807	4828 East Harmony Road, Timnath, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43088">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43088</a>	Driving	Road line paint needs to be refreshed on Harmony west-bound at this intersection. If you come off north I-25 and turn left on Harmony, without oncoming traffic and in poor weather, it can be very difficult to clearly see where your lane is (it's a double turn lane). I see they are re-doing the intersection soon, but some paint or cones in the meantime would be helpful.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 02 21 03:23:19 pm	40.52331559	-104.9934465	4414 East Harmony Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43089">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43089</a>	Driving	Traffic from westbound Harmony onto I-25 is almost always severely backed up and cuts off other traffic flow. Not sure this can be easily/quickly fixed, so hopefully the construction they are doing on this whole interchange will improve that issue.
May 02 21 03:27:04 pm	40.47945029	-104.9926407	4497 Carpenter Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43090">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43090</a>	Driving	Southbound I-25 turning left onto 392 is frequently backed up. The lights just need to be timed appropriately with all others in the close area to avoid back-ups. I've sometimes had to sit through 3 green lights at the front because the traffic from I-25 blocked my way forward because they were stopped at the next red light. I know construction is happening right now, but if you can fix the timing of the lights in the short term, that would really help a lot.
May 02 21 03:29:46 pm	40.52360878	-105.0535591	1402 East Harmony Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43091">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43091</a>	Driving	Turning from Eastbound Harmony onto northbound Wheaton - visibility issues arise if there's a car from westbound Harmony turning on southbound Wheaton. The two cars at the same time block the view of oncoming traffic in order to make a safe turn. If the island in between was configured such that the two turn lanes offset each other more, it would make the view much easier to see for both directions in order to make a safe left-hand turn.
May 02 21 03:33:03 pm	40.52346239	-105.0772387	West Harmony Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43092">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43092</a>	Driving	The light for east bound Harmony crossing College seems quite short. If traffic is backed up on Harmony (which sometimes I've seen back to Larkbunting), the only cars which make it through one green light on Harmony are cars that are already east of Mason Street. That's only one block of stacked up cars to get through one green light. If you adjust the timing to allow twice as long for that direction, it would clear a lot of rush hour congestion that stacks up frequently.
May 02 21 04:23:57 pm	40.53780108	-105.0198212	3131 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43093">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43093</a>	Biking	Granted, this is a fairly low-volume traffic road, but signing for bikes/peds would be a benefit.
May 02 21 04:25:59 pm	40.56573753	-105.0397854	2600 South Timberline Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43094">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43094</a>	Driving	Grade-separated RR/auto crossings should be considered for at least some of the RR/roadway crossings in town.
May 02 21 04:29:04 pm	40.5377041	-105.0578356	1028 Driftwood Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43095">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43095</a>	Driving	East-bound Horsetooth takes a slight jog to the right on the eastside of the intersection with the result that drivers sometime "drift" between lanes.
May 02 21 04:30:56 pm	40.53789208	-105.0704784	514 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43096">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43096</a>	Transit	Frequencies on the non-Max lines tend to be, well, infrequent.
May 03 21 08:49:08 am	40.61551207	-105.0417423	1905 Country Club Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43131">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43131</a>	Biking	No safe way to ride a bike on Country Club Road
May 03 21 08:49:37 am	40.61626948	-105.0411093	1927 Country Club Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43132">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43132</a>	Walking	No safe way to walk along Country Club Road
May 03 21 10:18:39 am	40.57506385	-105.100708	820 City Park Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43144">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43144</a>	Biking	bike lane too close to parking cars, is always risk when parked cars open their doors
May 03 21 10:19:35 am	40.57453008	-105.1036584	1501 West Elizabeth Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43146">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43146</a>	Walking	No crosswalk painted, car drivers do not know where to stop for pedestrians
May 03 21 10:20:06 am	40.57451786	-105.1142317	2012 West Elizabeth Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43147">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43147</a>	Walking	Sidewalk is too narrow
May 03 21 10:23:56 am	40.57453416	-105.1151007	1001 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43148">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43148</a>	Walking	Please remove the walk button at the traffic light. Is inconvenient, for the pandemic. It is hard to reach, sometimes. Is not equitable, because treat us (pedestrians) as the second type of travelers. Why I should ask permission to cross, and car drivers no? I feel I'm mistreated, and I do not have the same traveler rights in public infrastructure. Please remove those from the whole city.
May 03 21 10:24:11 am	40.57451786	-105.100708	1108 City Park Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43149">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43149</a>	Walking	Please remove the walk button at the traffic light. Is inconvenient, for the pandemic. It is hard to reach, sometimes. Is not equitable, because treat us (pedestrians) as the second type of travelers. Why I should ask permission to cross, and car drivers no? I feel I'm mistreated, and I do not have the same traveler rights in public infrastructure. Please remove those from the whole city.

Item 17.				EXHIBIT A TO RESOLUTION 2023-086	
10:24:37 am	40.57460343	-105.1054394	1601 West Elizabeth Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43150">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43150</a>	Biking	Need a physical separation in the bike lane
May 03 21 10:25:47 am	40.57422856	-105.1089907	1709 West Elizabeth Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43151">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43151</a>	Transit	Need a better bus stop
May 03 21 10:26:40 am	40.57166965	-105.1150149	1044 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43152">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43152</a>	Driving	Cars go to fast
May 03 21 10:26:51 am	40.57143739	-105.1150149	1044 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43153">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43153</a>	Walking	Please remove the walk button at the traffic light. Is inconvenient, for the pandemic. It is hard to reach, sometimes. Is not equitable, because treat us (pedestrians) as the second type of travelers. Why I should ask permission to cross, and car drivers no? I feel I'm mistreated, and I do not have the same traveler rights in public infrastructure. Please remove those from the whole city.
May 03 21 10:27:38 am	40.57046758	-105.0960034	1306 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43154">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43154</a>	Walking	Please remove the walk button at the traffic light. Is inconvenient, for the pandemic. It is hard to reach, sometimes. Is not equitable, because treat us (pedestrians) as the second type of travelers. Why I should ask permission to cross, and car drivers no? I feel I'm mistreated, and I do not have the same traveler rights in public infrastructure. Please remove those from the whole city.
May 03 21 10:27:52 am	40.57038609	-105.0959605	1306 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43155">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43155</a>	Driving	Cars go to fast
May 03 21 10:28:16 am	40.57088729	-105.0959069	1306 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43156">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43156</a>	Walking	No pedestrian crosswalk painted
May 03 21 10:29:45 am	40.56901285	-105.1337099	3032 West Lake Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43157">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43157</a>	Biking	Please add a physical separation for the bike lanes
May 03 21 10:30:02 am	40.56862165	-105.1338762	1504 South Overland Trail, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43158">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43158</a>	Driving	Cars go too fast
May 03 21 10:31:28 am	40.57774894	-105.0946999	1005 West Laurel Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43159">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43159</a>	Biking	Please add a physical separation fro the bike lane
May 03 21 10:32:03 am	40.58149321	-105.0859237	521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43160">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43160</a>	Driving	Cars go too fast
May 03 21 10:32:29 am	40.5815421	-105.0860524	521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43161">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43161</a>	Walking	There is not a crosswalk available
May 03 21 10:33:10 am	40.58156655	-105.0861275	503 South Whitcomb Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43162">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43162</a>	Biking	The bike lane is not clear here Cars go too fast I har to cross this intersection
May 03 21 10:34:10 am	40.57801785	-105.0823295	330 West Laurel Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43163">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43163</a>	Biking	Please add a physical separation in the bike lane in all Laurel
May 03 21 Page 350	40.58676091	-105.0768256	FirstBank, 100 S College Ave, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43164">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43164</a>	Driving	Cars are too loud Some times truck release extra smoke to bring social attention



EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 03 21 10:35:58 am	40.57416337	-105.0999784	1335 W Elizabeth St 160, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43165">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43165</a>	Driving	Traffic is too loud
May 03 21 10:36:56 am	40.58606021	-105.1146984	101 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43166">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43166</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:37:22 am	40.58853709	-105.0862455	601 Laporte Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43167">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43167</a>	Walking	Side walk is too narrow
May 03 21 10:37:39 am	40.58895669	-105.0875276	628 Laporte Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43168">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43168</a>	Biking	Not clear bikelane
May 03 21 10:38:12 am	40.58641871	-105.095644	110 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43169">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43169</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:38:49 am	40.59832966	-105.1145697	822 North Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43170">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43170</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:39:21 am	40.59590202	-105.1334524	528 North Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43171">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43171</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:40:51 am	40.5808943	-105.0566983	South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43172">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43172</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:40:59 am	40.58179877	-105.0567198	South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43173">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43173</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:41:30 am	40.56924104	-105.0577068	1316 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43174">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43174</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:41:47 am	40.5740778	-105.0755811	1008 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43175">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43175</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:42:09 am	40.58883855	-105.0784189	121 Laporte Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43176">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43176</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:42:31 am	40.58855339	-105.0788051	144 North Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43177">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43177</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:42:59 am	40.58322879	-105.0788373	401 South Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43178">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43178</a>	Biking	Please add physical separation in the bike lane
May 03 21 10:43:39 am	40.57261907	-105.095939	800 Hughes Way, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43180">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43180</a>	Driving	Cars go too fast, and are very loud

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 03 21 10:44:20 am	40.58149729	-105.1106215	1901 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43181">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43181</a>	Driving	Car go too fast
May 03 21 10:45:02 am	40.58183544	-105.1064748	1703 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43182">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43182</a>	Driving	Drivers do not respect pedestrian crossing
May 03 21 10:45:24 am	40.5817947	-105.1063031	1701 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43183">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43183</a>	Walking	Pedestrian crossing is not well desinged
May 03 21 10:45:59 am	40.58182729	-105.101915	499 Sheldon Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43184">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43184</a>	Walking	Not pedestrian crossing available here and is needed. Many J walking
May 03 21 10:46:23 am	40.58192915	-105.1018882	499 Sheldon Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43185">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43185</a>	Walking	No cross walking available in this part
May 03 21 10:46:40 am	40.58178655	-105.102033	499 Sheldon Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43186">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43186</a>	Driving	Cars go too fast
May 03 21 10:47:54 am	40.58189655	-105.1113993	500 Crestmore Place, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43187">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43187</a>	Walking	No cross walking available, Where you spect pedestrian can cross here yo need to go or Taft or Sheldon lake? that is to dangerous
May 03 21 10:48:07 am	40.58189655	-105.1116568	2001 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43188">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43188</a>	Driving	Cars go too fast
May 03 21 10:48:45 am	40.58184766	-105.1072955	512 Cook Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43189">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43189</a>	Walking	Cross walk missing
May 03 21 10:50:04 am	40.58702571	-105.0991577	110 Jackson Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43190">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43190</a>	Walking	Car stop is needed, is not possible to cross walking this intersection
May 03 21 10:50:31 am	40.58712349	-105.0992006	115 Jackson Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43191">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43191</a>	Biking	Bike crossing here is too dangerous, please add a stop sing
May 03 21 10:52:28 am	40.56027561	-105.0959015	1091 Sundering Drive, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43192">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43192</a>	Biking	Please add physical barrier between cars and bikes
May 03 21 10:53:11 am	40.56689385	-105.1022959	1605 Heatheridge Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43193">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43193</a>	Biking	Please add physical barrier between cars and bikes
May 03 21 10:53:29 am	40.5672769	-105.1023334	1500 West Prospect Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43194">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43194</a>	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:53:42 am	40.56725653	-105.0960088	1512 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43195">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43195</a>	Biking	Please add a physical barrier between cars and bikes

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 03 21 10:54:12 am	40.5671628	-105.0960463	1512 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43196">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43196</a>	Walking	Please remove the walking button here!
May 03 21 10:54:32 am	40.56718317	-105.0961053	1512 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43197">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43197</a>	Driving	Drivers go too fast and are too loud
May 03 21 10:54:51 am	40.5671791	-105.0964648	1110 West Prospect Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43198">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43198</a>	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:55:17 am	40.59160455	-105.0956172	333 North Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43199">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43199</a>	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:55:43 am	40.5912583	-105.0789016	311 Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43200">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43200</a>	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:55:56 am	40.59337245	-105.0768095	425 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43201">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43201</a>	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:56:16 am	40.59928685	-105.0766057	920 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43202">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43202</a>	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:56:33 am	40.61051134	-105.0763643	1660 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43203">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43203</a>	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:56:45 am	40.61269005	-105.0765252	1910 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43204">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43204</a>	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:56:59 am	40.60695604	-105.0766164	1415 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43205">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43205</a>	Biking	Please add a physical barrier between cars and bikes
May 03 21 10:57:55 am	40.59985708	-105.0766808	942 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43206">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43206</a>	Walking	Please remove the walking button in the traffic light
May 03 21 10:58:18 am	40.58882633	-105.0771958	121 Laporte Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43207">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43207</a>	Walking	Please remove the walking button in the traffic light
May 03 21 10:58:32 am	40.58702979	-105.0771528	109 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43208">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43208</a>	Walking	Please remove the walking button in the traffic light
May 03 21 10:58:48 am	40.58901779	-105.0741863	251 Jefferson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43209">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43209</a>	Walking	Please remove the walking button in the traffic light
May 03 21 10:59:03 am	40.58914408	-105.0768846	200 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43210">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43210</a>	Walking	Please remove the walking button in the traffic light

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 03 21 10:59:16 am	40.58705423	-105.074079	378 Walnut Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43211">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43211</a>	Walking	Please remove the walking button in the traffic light
May 03 21 10:59:40 am	40.58909519	-105.0767398	225 Pine Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43212">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43212</a>	Walking	Cross walk is not clear here
May 03 21 10:59:56 am	40.58876929	-105.0764984	200 Walnut Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43213">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43213</a>	Walking	Cross walk is missing here
May 03 21 11:00:39 am	40.58851265	-105.0747442	321 Old Firehouse Alley, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43214">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43214</a>	Walking	Crosswalk is missing here
May 03 21 11:01:52 am	40.58419026	-105.0780058	111 West Olive Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43215">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43215</a>	Walking	Crosswalk is missing here
May 03 21 11:02:28 am	40.58416582	-105.075506	300 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43216">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43216</a>	Walking	Crosswalk is missing here
May 03 21 11:02:36 am	40.58279286	-105.0755221	426 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43217">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43217</a>	Walking	Crosswalk is missing here
May 03 21 11:02:53 am	40.58005501	-105.0755489	604 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43218">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43218</a>	Walking	Crosswalk is missing here
May 03 21 11:03:36 am	40.58007538	-105.0788695	600 South Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43219">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43219</a>	Walking	Crosswalk is missing here
May 03 21 11:03:52 am	40.58280508	-105.0788265	401 South Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43220">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43220</a>	Walking	Crosswalk is missing here
May 03 21 11:04:36 am	40.57809526	-105.0861382	524 West Laurel Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43221">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43221</a>	Walking	Crosswalk is missing here
May 03 21 11:05:44 am	40.58028317	-105.0326443	South Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43222">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43222</a>	Driving	Congestion/Longer Traffic Signal. During Weekends and PM Rush you often have to wait multiple cycles heading North on Timberline here.
May 03 21 11:05:57 am	40.57494976	-105.1337421	920 South Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43223">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43223</a>	Walking	Crosswalk is missing here
May 03 21 11:06:14 am	40.57495384	-105.1338065	920 South Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43224">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43224</a>	Biking	Bike lane crossing is missing here
May 03 21 11:08:08 am	40.5886756	-105.0594878	1014 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43225">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43225</a>	Biking	Please add a physical separation between bikes and cars

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 03 21 11:08:30 am	40.59554357	-105.0601101	1020 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43226">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43226</a>	Biking	Please add a physical separation between bikes and cars
May 03 21 11:08:51 am	40.58446322	-105.0463772	227 Lincoln Court, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43227">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43227</a>	Biking	Please add a physical separation between bikes and cars
May 03 21 11:09:19 am	40.59655374	-105.0574493	701 North Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43228">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43228</a>	Biking	Please add a physical separation between bikes and cars
May 03 21 11:10:10 am	40.59762908	-105.0955153	708 North Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43229">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43229</a>	Biking	Please add a physical separation between bikes and cars
May 03 21 11:11:02 am	40.58145247	-105.0765306	215 East Mulberry Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43230">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43230</a>	Driving	Left turn lane from E Mulberry onto College frequently overfills blocking left west bound through lanes creating additional delays and congestion and dangerous swerving.
May 03 21 11:13:40 am	40.5671954	-105.0394785	2097 East Prospect Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43231">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43231</a>	Biking	The Southbound bikelane disappears before this intersection creating a dangerous situation as folks attempt to access the Spring Creek Trail or continue South on Timberline
May 03 21 11:14:49 am	40.56735433	-105.0394678	1613 South Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43232">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43232</a>	Driving	Southbound Timberline light cycle is too short. Usually have to wait multiple light cycles to get through at many times not just after a train
May 03 21 11:29:09 am	40.52329276	-105.0439095	1829 East Harmony Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43233">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43233</a>	Driving	Light cycles throughout the Harmony corridor are poorly timed causing too much stop and go on a major arterial with a 45+ MPH speed limit
May 03 21 11:36:11 am	40.58292211	-105.0842546	312 Canyon Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43234">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43234</a>	Driving	Cars frequently stop on Canyon Ave. (both directions) because they think there there are stop signs, but there aren't. This causes right of way issues on the other three streets that have stop signs.
May 03 21 11:38:05 am	40.58278415	-105.0843665	312 Canyon Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43235">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43235</a>	Driving	Diagonal and other parked cars block view of oncoming traffic for leaving parking lot.
May 03 21 03:22:32 pm	40.5819047	-105.032655	South Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43242">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43242</a>	Driving	Unsafe intersection at Lincoln Ave and Timberline Rd - backups on EB Lincoln Ave lead to dangerous driver behavior
May 04 21 08:45:41 am	40.4946121	-105.0440991	1854 East Trilby Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43263">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43263</a>	Biking	No bike lane, no sidewalk, no safe way to get from Lemay to Timberline along Trilby.
May 04 21 08:47:23 am	40.51259469	-105.0471532	5339 Golden Willow Drive, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43264">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43264</a>	Biking	No safe way to get across the railroad tracks from the Power Trail to the east of the tracks. From Harmony and to the south.
May 04 21 08:48:44 am	40.49466106	-105.0773335	6605 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43265">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43265</a>	Driving	Intersection is unsafe for cars, pedestrians, bikers, everything. This entire intersection needs to be re-done. Too many issues to list. I'm sure you're well aware.
May 04 21 08:50:42 am	40.49100576	-105.0654173	6833 Autumn Ridge Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43267">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43267</a>	Driving	The lanes stripping on Autumn Ridge was never fixed after they tried to get rid of parking on the east side of the road a few years ago, now vehicles can't drive north on Autumn Ridge without crossing the center lane. The lane stripping needs to be fixed

EXHIBIT A TO RESOLUTION 2023-086

Item 17.	May 05 21 07:30:47 am	40.57952128 -105.075565	611 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43342">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43342</a>	Driving	Cars trying to avoid intersection of Mulberry and College speed down Remington. Would there be a way to calm this traffic, especially since the street is intended as a bicycle thoroughfare? Sidewalk bulb-outs at Myrtle and Remington?
May 05 21 07:47:54 am	40.58148099	-105.0741005	219 East Mulberry Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43343">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43343</a>	Walking	Lack of crosswalk Need for more crosswalks up and down Mulberry. There are lots of us who literally live across the street from Old Town and could easily bike and walk to downtown. The current situation encourages jaywalking across five lanes of traffic.
May 05 21 07:51:17 am	40.57806267	-105.0770026	704 South College Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43344">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43344</a>	Biking	Light does not change for bicyclists crossing College on Laurel unless there is a car present to activate the sensor. I have been stranded at this intersection several times. The stoplight literally skips my part of the cycle. This should be changed, since Laurel is a major source of bicycle traffic towards the university campus.
May 05 21 07:52:51 am	40.57804637	-105.0806934	230 West Laurel Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43345">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43345</a>	Biking	Difficult left turn for bicycles traveling west on Laurel and turning onto Howes to access university. Would there be a way to make this turn safer and easier?
May 05 21 07:55:32 am	40.57803822	-105.0770617	704 South College Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43346">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43346</a>	Walking	This is such a busy pedestrian area that the pedestrian light should really go on automatically. As it stands, the light does not change for pedestrians unless someone pushes the button. (Which usually means waiting an entire other cycle for your turn.) The current situation encourages jaywalking across a busy intersection.
May 05 21 08:15:41 am	40.56698757	-105.0752485	209 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43347">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43347</a>	Walking	Sidewalks need widening along Prospect. Almost absurdly narrow, especially given that it is along an extremely busy road. Not wheelchair-accessible. Dangerous for pedestrians, especially in winter.
May 05 21 01:53:01 pm	40.59222429	-105.0956466	400 North Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43375">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43375</a>	Walking	Please encourage property owners to keep sidewalks clear in winter and keep motorists out of the bike lane as well. This past winter I had to walk in the motorist lane, as a pedestrian, because the sidewalks were covered in deep snow (and they're pretty darn skinny to begin with) and there were work trucks blocking part of the skinny sidewalk and all of the bike lane! There literally was no where else for me to walk except for in the traffic lane or across the person's lawn (which was fenced and full of bushes).
May 05 21 01:54:20 pm	40.59645953	-105.1023233	1401 West Vine Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43376">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43376</a>	Walking	Please add a sidewalk to the extensive sections of Vine that don't have diddlysquat.
May 05 21 01:55:06 pm	40.59648043	-105.11244	1934 West Vine Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43377">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43377</a>	Walking	Please encourage Larimer County to add sidewalks along the sections of Vine that are sidewalk free.
May 05 21 01:56:35 pm	40.58418935	-105.1080007	415 South Bryan Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43378">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43378</a>	Biking	I fairly frequently bike through this intersection. The stop sign seems like overkill. Perhaps a mini-roundabout, or some other treatment might make more sense here.
May 05 21 01:58:05 pm	40.58391323	-105.1079178	415 South Bryan Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43379">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43379</a>	Biking	I fairly regularly bike along this section of Bryan. Probably just under half the time a motorist will end up behind me. I always take the lane because the full width of the travel lane really isn't much larger than a bike lane as it is. And there is no bike lane. But what's I'd like here is some sharrows or signs or something that I can point to on the occasions when the person behind me seems upset that I'm slowing them down as they drive through the park.
May 05 21 02:00:09 pm	40.58339076	-105.1028149	321 Sheldon Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43380">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43380</a>	Walking	Generally I can walk in the grass so that cars don't run me over. But when the grass is wet, I'd prefer to walk in the street. (I also bike in this street.) Despite the fact that this is a 10 mph zone, motorists often get frustrated that I'm traveling 8-10 miles in front of them (or even slower as a pedestrian). It would be great to have a multi-use trail through this area. Or at least some on-the-pavement signage reminding people to slow the heck down.
May 05 21 02:02:58 pm	40.58183137	-105.106582	1703 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43381">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43381</a>	Biking	Rojasdav is right on. Despite the fact that this intersection is waaaaay better than it used to be (Thank you, Tessa!), it's still got some problems. Motorists travel a bit slow than they used to, but they're still not always aware that there's a light there that they should be paying attention to. Bulbouts might help here. That would help motorists traveling south on Bryan also be more aware of pedestrians.
May 05 21 02:05:38 pm	40.58657568	-105.0926859	915 West Mountain Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43382">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43382</a>	Walking	This intersection SUCKS for pedestrians. Motorists turn too quickly onto Oak (going both directions). Pedestrians have no north-south crosswalk and no east-west crosswalk and speeding motorists that are trying to beat the light on Mountain and aren't paying attention to peds. This is a tad big better since the right-sizing, but more improvements could be made.

EXHIBIT A TO RESOLUTION 2023-086

<p>Item 17. May 05 21 02:08:38 pm</p>	<p>40.58148506 -105.085811</p>	<p>521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43383">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43383</a></p>	<p>Driving</p>	<p>Though the speed is reduced here, I have yet to see or talk to anyone that actually realizes that. I was talking to a City staff-person before and had to show them using Google streets that there was a reduced speed side there because they didn't know it existed. Most drivers not only don't reduce their speed here, but actually speed up to make the light at Loomis. There really should be a roundabout here. There's probably enough room for it. And how many motorists have hit that sidewalk on the southside (west side of Whitcomb)? It looks like it's taken multiple beatings. Clearly something should be done there as well.</p>
<p>May 05 21 02:11:10 pm</p>	<p>40.58157062 -105.0860095</p>	<p>521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43384">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43384</a></p>	<p>Walking</p>	<p>I think it would be difficult to find a more dangerous intersection for pedestrians in all of Fort Collins. Sure, there's now a crosswalk (Thank you, Tessa!) at Sherwood. But going two blocks out of your way just to cross the street is a pain in the butt. And we need something here to slow motorists down anyway. It's a crazy intersection and is terrifying to cross as a pedestrian.</p>
<p>May 05 21 02:13:14 pm</p>	<p>40.58156247 -105.0857842</p>	<p>521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43385">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43385</a></p>	<p>Biking</p>	<p>I avoid this intersection like the plague when biking. I avoid Mulberry like the plague when biking. BUT, just because I avoid it doesn't mean that the new students that arrive and don't know any better avoid it. I regularly see them here and along Mulberry and they're doing their best to ride in the gutter and get to where they need to be without dying, but heavens! It shouldn't have to be like that in a Platinum Level bike city. Mulberry should have multi-use sidewalks, better signage helping bicyclists know where they should be, and please, please, please, deal with this freakin' crazy intersection at Whitcomb and Mulberry.</p>
<p>May 05 21 02:14:18 pm</p>	<p>40.58275212 -105.0844377</p>	<p>312 Canyon Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43386">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43386</a></p>	<p>Walking</p>	<p>Ever since the diagonal parking was added I've had a harder time seeing oncoming cars (and they've had a harder time seeing me) and I've had more close calls. Just because I haven't been hit yet shouldn't be an indication that the intersection is in any way safe.</p>
<p>May 05 21 02:14:58 pm</p>	<p>40.5814074 -105.0789329</p>	<p>501 South Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43387">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43387</a></p>	<p>Biking</p>	<p>Definitely a crappy intersection to traverse by bicycle.</p>
<p>May 05 21 02:16:54 pm</p>	<p>40.58871914 -105.0955796</p>	<p>134 North Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43389">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43389</a></p>	<p>Driving</p>	<p>Why are right hand turns allowed here (for east bound motorists)? You can't see oncoming traffic from Shields to the north. It used to be you could hug the turn and end up in the right lane while surprise oncoming traffic would end up in the left. But since the right-sizing, which was a good change, motorists now end up right in front of that surprise oncoming traffic. Right hand turns just plain shouldn't be allowed.</p>
<p>May 05 21 02:19:21 pm</p>	<p>40.5870161 -105.0770049</p>	<p>109 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43390">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43390</a></p>	<p>Walking</p>	<p>I'm pretty sure there are no-right-turn-on-red signs here. And yet it happens all the time. And it's not for lack of signage. Please post some traffic enforcement officers to this location and help the local populace learn how to read and obey street signs.</p>
<p>May 05 21 02:21:15 pm</p>	<p>40.57537798 -105.0957394</p>	<p>815 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43391">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43391</a></p>	<p>Driving</p>	<p>Now that we have two really great, and improved pedestrian/bicyclist routes for crossing Shields and students are no longer playing frogger in the street, could we maybe pop the speed limit up to 35? 30 seems a bit low.</p>
<p>May 05 21 02:25:14 pm</p>	<p>40.50070374 -105.0770415</p>	<p>Ram Glass Service, 6132 S College Ave, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43392">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43392</a></p>	<p>Walking</p>	<p>S. College between ... well about where the MAX line ends all the way south to where the City ends... really needs some sidewalks. I have to walk this section fairly regularly when dropping off or picking up my car from Carl Duke's Volvo shop. I try to stick to the social trails when I can. But there are times when you have to walk in the street. And recently, when some new pipes were being laid, the "bike lane" was blocked such that I had to walk ... as a pedestrian with no armor but my self-fortitude, in the travel lane where motorists are traveling at 50-55 mph coming right at me. It was horrifying. But the service road was entirely blocked to pedestrians and the bike lane, which would have been my alternative, was blocked as well. What. Where. They. Thinking?!!!! Aren't there rules for how that kind of construction should create a protected way for bicyclist and pedestrians so that it's not us against highway speed motorists? Honestly, Fort Collins. We can do better.</p>
<p>May 08 21 10:38:50 am</p>	<p>40.50792615 -104.9960804</p>	<p>4225 East County Road 36, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43489">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43489</a></p>	<p>Biking</p>	<p>Shoulders insufficient. I don't like riding my bike on Harmony Road east of Ziegler due to high traffic speeds. However, the Kechter road overpass is also quite dangerous.</p>
<p>May 08 21 10:40:12 am</p>	<p>40.50844822 -105.03685</p>	<p>2205 Kechter Rd, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43490">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43490</a></p>	<p>Biking</p>	<p>Poor shoulders on Kechter east of Timberline. A bike lane should be added in this area.</p>
<p>May 08 21 10:41:39 am</p>	<p>40.49456315 -105.0401974</p>	<p>1900 East Trilby Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43491">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43491</a></p>	<p>Biking</p>	<p>No shoulders west of Timberline on Trilby. Dangerous for cyclists.</p>
<p>May 08 21 10:47:10 am</p>	<p>40.53793832 -105.0724804</p>	<p>351 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43492">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43492</a></p>	<p>Biking</p>	<p>No bike lane on Horsetooth east of College.</p>
<p>May 08 21 10:50:31 am</p>	<p>40.5083177 -105.0130749</p>	<p>3402 Long Creek Drive, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43493">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43493</a></p>	<p>Driving</p>	<p>High School Traffic backs up traffic at Lady Moon and Kechter.</p>
<p>May 08 21 11:04:05 am</p>	<p>40.48568565 -105.1154923</p>	<p>Taft Hill Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43494">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43494</a></p>	<p>Biking</p>	<p>Narrow shoulders and high speed traffic on Taft Hill make it hard to bicycle to Coyote Ridge Natural area. Wider shoulders or an alternate route would be good.</p>

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 10 21 11:09:54 am	40.51428855	-105.0463772	1803 Rosemary Court, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43543">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43543</a>	Biking	Need a safe way to cross the railroad tracks.
May 10 21 11:12:43 am	40.54559417	-105.0204617	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43544">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43544</a>	Biking	Need a light at this intersection to cross Ziegler when going from the Rendezvous Trail to the Poudre Trail (ELC).
May 10 21 01:13:48 pm	40.58201878	-105.0333309	East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43546">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43546</a>	Driving	The EB straight/right lane gets congested during rush hour. Many people use this route to get onto EB Mulberry, but the left turn lane on SB Timberline fills quickly. So, even when the coast is clear to turn right onto Timberline, people sit at the stop sign for several minutes until there is space for them to go into the far left turn lane on Timberline. It is very frustrating for those of us who just want to turn right and either stay on Timberline or turn right onto Mulberry.
May 10 21 01:15:18 pm	40.58185174	-105.0331861	East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43547">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43547</a>	Driving	Instead of waiting, drivers often use the shoulder to bypass cars in the right-most lane in order to turn right onto Mulberry.
May 10 21 01:20:02 pm	40.58229175	-105.0329179	South Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43548">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43548</a>	Biking	This whole intersection/area is not bike friendly. Myself and others who work in the commercial area west of here and are coming from the south or east would love to have an underpass or something to ride to work.
May 10 21 01:23:07 pm	40.58139543	-105.0352889	2200 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43549">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43549</a>	Walking	I've seen people walking along Mulberry going both east and west; looks very unsafe. It doesn't seem like a great place for a sidewalk, but perhaps the Frontage Rd could be extended.
May 10 21 01:28:53 pm	40.567065	-105.0396019	2097 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43550">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43550</a>	Driving	People still sometimes stop in the right turn lane when traffic is coming, not realizing their lane continues for a while before they have to merge. Drivers also don't always wait until they've passed the solid white line to change lanes.
May 10 21 01:29:54 pm	40.54990682	-105.0388241	2042 Custer Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43551">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43551</a>	Driving	Drivers turning right onto Timberline often use the shoulder/bike lane and sometimes bypass cars in the actual car lane.
May 10 21 01:45:23 pm	40.55984361	-105.0767988	Frontage Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43552">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43552</a>	Driving	I would like to thirid the issue of congestion in the NB right-most lane when the drive-thru lines get long for Raising Canes & Starbucks. Has high potential for accidents.
May 10 21 01:46:50 pm	40.56210955	-105.076831	1822 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43553">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43553</a>	Driving	Congestion occurs in the right lane when the drive-thru line for The Human Bean spills onto College Ave. It creates a higher risk for accidents.
May 10 21 01:50:59 pm	40.58148099	-105.0501806	Frontage Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43554">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43554</a>	Driving	Chaotic and dangerous intersection. No one seems to know how to use a frontage road and who has the right of way. Turning onto Mulberry in either direction is terrifying.
May 10 21 01:52:46 pm	40.58153803	-105.0502288	417 South Link Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43555">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43555</a>	Driving	SB Link Ln has a wide shoulder that drivers confuse for a right turn lane onto Mulberry (when there are no semi trucks parked there), and then they cut off the people who are in the correct lane.
May 10 21 01:53:53 pm	40.58128135	-105.0501215	1432 East Mulberry Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43556">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43556</a>	Driving	Drivers often turn right on red onto Link Ln from Mulberry even though there is a (small) sign that says it is not allowed. Could use a bigger sign.
May 10 21 01:56:06 pm	40.58152173	-105.0358415	2200 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43557">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43557</a>	Walking	I often see people walking on the shoulder along all of Lincoln Ave between Timberline & the roundabout because there is no sidewalk
May 10 21 02:03:11 pm	40.53788532	-105.0202471	East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43558">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43558</a>	Driving	Traffic gets congested here (mostly on SB Ziegler and EB Horsetooth, in my experience) because drivers fail to yield and give a car to their right or left a turn to go. So there will be a steady stream of cars in either the N/S or E/W direction while those in the other directions just have to wait until there's a break.



EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 10 21 02:06:45 pm	40.55273965	-105.0391835	2195 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43559">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43559</a>	Driving	Sometimes the green light for Drake Rd is too short. The light has often turned yellow as I reached the middle of the intersection even though I was the first or second car to cross. This happens the most at night when there isn't much traffic, but it is scary when it happens during busier times.
May 14 21 01:57:29 pm	40.55737945	-105.0960231	2209 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43723">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43723</a>	Driving	Excessive speeding/racing down the hill heading North on Shields due to the nature of the landscape (downhill). The area is not heavily monitored by local law enforcement.
May 14 21 02:01:29 pm	40.55882065	-105.0961053	2209 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43724">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43724</a>	Driving	Area becomes heavily congested when sporting events take place at Rolland Moore park and causes safety issues for bike/pedestrians looking to cross the street.
May 16 21 06:25:23 pm	40.53798403	-105.0773307	130 West Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43742">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43742</a>	Driving	EB Horsetooth often gets congested around College and Mason. Seems the traffic lights are not in sync to let enough cars go through at one time.
May 16 21 06:27:52 pm	40.58729876	-105.0714427	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43743">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43743</a>	Driving	Turning left onto Riverside from Lincoln Ave is difficult during busy times of day. It would be nice if there were a dedicated left turn light, even if it were just long enough to let a few cars through.
May 16 21 06:31:23 pm	40.56703647	-105.0760961	209 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43744">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43744</a>	Driving	Traffic gets backed up enough to prevent cars from crossing Remington. The lane changes made previously have helped some.
May 16 21 06:34:37 pm	40.56718007	-105.0450146	1678 Riverside Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43745">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43745</a>	Driving	The rightmost left-turn lane often fills before the leftmost because people don't want to deal with merging right after they turn. This prevents more cars from reaching the leftmost turn lane and traffic backing up pretty far on Riverside
May 17 21 01:22:44 pm	40.5670039	-105.0624194	1004 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43829">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-43829</a>	Walking	Many people dart or bike across Prospect here to get to or from the bus stop or to the Spring Creek Trail entrance.
May 20 21 10:52:03 am	40.56585062	-105.0847435	Bay Drive, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44148">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44148</a>	Biking	Lanes are very narrow and no bike lane. People drive too fast here
May 20 21 10:54:24 am	40.56714242	-105.0891584	711 West Prospect Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44150">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44150</a>	Biking	This is where I meant to put the pin, not Bay Dr. Difficult to have bikes on Prospect, but seems like it is needed due to vicinity of campus
May 20 21 10:55:52 am	40.57781413	-105.0805378	291 West Laurel Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44151">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44151</a>	Biking	With all that is going on here it is difficult to make sure you are in the correct lane and that you watch for bikes.
May 20 21 11:00:51 am	40.59192636	-105.0788212	323 Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44152">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44152</a>	Walking	There is a cross walk with flashing lights, but due to two sets of train tracks and traffic coming from 4 directions here it is very difficult for pedestrians to cross here safely
May 20 21 11:03:22 am	40.59093241	-105.0768256	300 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44153">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44153</a>	Driving	This is a crazy place to enter onto College Ave from Jefferson and difficult to get into the left lane at most times of the day
May 20 21 11:12:17 am	40.58899335	-105.0741005	316 Jefferson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44154">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44154</a>	Driving	Difficult to drive either direction here on Jefferson with so many pedestrians, bikes and semi trucks. Lanes are narrow and seem more narrow where cars are allowed to park along this stretch of Jefferson.
May 20 21 04:45:33 pm	40.4960807	-105.0773907	6508 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44167">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44167</a>	Walking	No sidewalk, people frequently walking in street on College between Trilby and Harmony

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 20 21 04:46:18 pm	40.50434772	-105.0772905	161 East Saturn Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44168">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44168</a>	Biking	No bike lane, dangerous for commuters between Trilby and Harmony
May 20 21 04:46:22 pm	40.48699124	-105.0774479	7027 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44169">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44169</a>	Driving	Dangerous entry and exit from neighborhood.
May 20 21 04:47:34 pm	40.49493846	-105.0774622	6605 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44170">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44170</a>	Transit	Bus route is not inclusive of south side of town. There is no bike lane, no sidewalk, and no alternative transportation that reaches the communities near Trilby and College
May 20 21 04:48:01 pm	40.49577066	-105.0772119	6520 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44171">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44171</a>	Biking	There is no direct access from the Ridewood hills neighborhood (or anywhere south of the Last Max station) for biking walking or public transportation.
May 20 21 04:48:03 pm	40.49577066	-105.0772119	6520 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44172">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44172</a>	Biking	There is no direct access from the Ridewood hills neighborhood (or anywhere south of the Last Max station) for biking walking or public transportation.
May 20 21 04:48:22 pm	40.49577066	-105.0772119	6520 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44173">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44173</a>	Biking	There is no direct access from the ridgewood hills neighborhood (or anywhere south of the Last Max station) for biking walking or public transportation.
May 20 21 04:48:24 pm	40.49577066	-105.0772119	6520 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44174">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44174</a>	Biking	There is no direct access from the ridgewood hills neighborhood (or anywhere south of the Last Max station) for biking walking or public transportation.
May 20 21 04:49:28 pm	40.49422048	-105.0770187	6600 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44175">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44175</a>	Transit	No public transportation options this far south and still in city limits.
May 20 21 05:09:21 pm	40.49413345	-105.0905514	871 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44176">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44176</a>	Biking	It is dangerous to bike along Trilby to the bike trails at Shields and Trilby. A bike lane and sidewalk is needed.
May 20 21 05:09:50 pm	40.49452236	-105.0907105	870 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44177">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44177</a>	Walking	It is dangerous to walk along Trilby to the bike trails at Shields and Trilby. A sidewalk is needed.
May 20 21 10:10:59 pm	40.49487319	-105.0831985	320 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44182">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44182</a>	Biking	Please consider making it safe for bicyclists on Trilby between college and Shields.
May 20 21 10:13:24 pm	40.48720135	-105.0774103	7015 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44183">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44183</a>	Walking	Please add a sidewalk or Trail on the west side of college between Trilby and Loveland and consider connecting to Loveland trails.
May 20 21 10:19:25 pm	40.49017758	-105.0775337	6815 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44184">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44184</a>	Walking	It's dangerous for both pedestrians and bicyclists along South College. Wheelchair-bound pedestrians are out of luck. Sporadic sidewalks at best and no bike lanes.
May 20 21 10:21:23 pm	40.49479568	-105.0806451	217 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44185">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44185</a>	Biking	There is no direct access from the Ridgewood Hills/Shenandoah neighborhood for biking walking or public transportation.
May 20 21 10:32:44 pm	40.49453052	-105.0894213	870 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44186">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44186</a>	Biking	The newly paved path that's accessible at Trilby and Shields is nice if you can get to it safely. This part of Trilby desperately needs a bike lane (or at least a sidewalk). The narrow and steep shoulder between College and Shields is always littered with broken glass and you're inches away from traffic.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 21 21 12:28:40 am	40.49464474	-105.0899792	870 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44187">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44187</a>	Biking	No side walk to bike or walk down to new bike trail along Shields
May 21 21 12:29:58 am	40.49455703	-105.090242	870 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44188">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44188</a>	Walking	Blind hill as well as it being dangerous since there's no sidewalk along Trilby so walkers are often right along the roadway
May 21 21 12:31:46 am	40.49444485	-105.0905585	870 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44189">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44189</a>	Biking	The sidewalk ends here. It would be nice and much safer for pedestrians to have a sidewalk down to Shields and the new bike trail.
May 21 21 12:32:49 am	40.49563196	-105.0771904	6520 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44190">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44190</a>	Transit	No safe spot for bus goers to wait for the bus. There's also no sidewalk here.
May 21 21 12:34:29 am	40.49623571	-105.0772977	6508 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44191">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44191</a>	Biking	Please help to connect Trilby to Harmony by adding a sidewalk, bike lane, or bike path! Many people are walking and or biking along the road on College on a regular basis.
May 21 21 12:35:17 am	40.49623163	-105.0773406	6508 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44192">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44192</a>	Walking	No sidewalk for over a mile along College. Many people are walking along College, which is technically a highway here!
May 21 21 12:37:53 am	40.48207066	-105.077126	7424 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44193">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44193</a>	Driving	Many cars driving over the speed limit here. I believe that with new development happening along college and in Ridgewood Hills, that there should be 40-50 MPH speed through this stretch.
May 21 21 11:33:58 am	40.51529945	-105.0765896	5124 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44207">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44207</a>	Biking	No safe bike lane, cyclists are frequently riding on shoulder and close to traffic
May 21 21 11:36:24 am	40.50678829	-105.0773621	5740 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44208">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44208</a>	Walking	Lack of sidewalk places pedestrians in danger by forcing them to walk along 287
May 21 21 11:38:30 am	40.49499466	-105.0773138	6540 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44209">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44209</a>	Transit	Lack of public transportation to this part of town leaves people without access to services
May 21 21 11:52:19 am	40.49455493	-105.090757	870 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44210">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44210</a>	Biking	The lack of a bike lane creates dangerous conditions for cyclists, particularly going down a steep hill toward railroad tracks. It also makes it difficult and dangerous to bike to the trail.
May 21 21 11:54:10 am	40.49436748	-105.0909555	871 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44211">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44211</a>	Walking	No sidewalk creates dangerous conditions for pedestrians
May 25 21 03:30:45 pm	40.49918095	-105.0772333	6250 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44459">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44459</a>	Biking	No safe bike lane, people frequently biking in traffic on College.
May 25 21 03:31:40 pm	40.49890764	-105.0774211	6300 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44460">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44460</a>	Walking	No sidewalk, daily people are walking on College, very dangerous.
May 25 21 03:32:27 pm	40.49866697	-105.0774157	6300 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44461">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44461</a>	Transit	Bus route does not reach south fort collins.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 25 21 03:33:41 pm	40.49439997	-105.0912023	871 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44462">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44462</a>	Biking	No bike lane, dangerous to try to bike to the trail.
May 25 21 03:34:27 pm	40.49448972	-105.0913739	871 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44463">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44463</a>	Walking	No sidewalk, not safe for walking.
May 25 21 05:07:16 pm	40.50518524	-105.0773621	5817 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44465">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44465</a>	Walking	No sidewalk, daily people are walking on College, very dangerous.
May 25 21 05:07:51 pm	40.5049609	-105.0773889	5837 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44466">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44466</a>	Biking	No safe bike lane, people frequently biking in traffic on College.
May 25 21 05:08:22 pm	40.50478959	-105.0773782	5837 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44467">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44467</a>	Transit	Bus route does not reach south fort collins.
May 25 21 05:09:17 pm	40.49450604	-105.091213	871 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44468">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44468</a>	Biking	No bike lane, dangerous to try to bike to the trail.
May 25 21 05:09:54 pm	40.4945142	-105.0917119	871 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44469">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44469</a>	Walking	No sidewalk, not safe for walking.
May 26 21 09:08:34 am	40.5677822	-105.0449932	1640 Riverside Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44521">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44521</a>	Biking	Biking on Riverside is unsafe. There should not be signs that direct cyclists to take the lane as cars speed by and around above the speed limit. This street needs separated bike facilities terribly or someone is going to get killed.
May 26 21 09:09:42 am	40.56721985	-105.0448591	1831 East Prospect Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44522">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44522</a>	Walking	Cars do not yield to peds/bikes crossing from the north side into the middle island. They travel at high speeds and do not stop to allow users to cross (90% don't stop, 10% do). This intersection is unsafe for peds/bikes.
May 26 21 09:11:05 am	40.5672117	-105.0451005	1678 Riverside Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44523">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44523</a>	Walking	When crossing westbound from the island as a pet, there is low visibility to those heading south on riverside and about to turn west on prospect. You cross from the island and then almost get hit by those turning right on red due to the low visibility on both sides of the peds in the crosswalk.
May 26 21 09:11:43 am	40.56694275	-105.0448805	1831 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44524">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44524</a>	Walking	There is no cross walk on the east side of riverside to get across prospect, making for multiple currently dangerous crossings.
May 26 21 09:13:14 am	40.57783043	-105.0580072	713 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44525">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44525</a>	Walking	Intersection is dangerous for peds and bikes. Visibility is low, signal box blocks view from south west corner to those turning right on red too head south on lemay. This is a major access point to the Poudre trail from the south so we need to do much better.
May 26 21 09:14:01 am	40.58100838	-105.0625831	517 Endicott Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44526">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44526</a>	Biking	Riverside should have protected/separated bike lanes. It is not safe for cyclists.
May 26 21 09:15:15 am	40.57026791	-105.0578034	1202 East Pitkin Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44527">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44527</a>	Biking	Bike signal timing should prioritize bikes vs. waiting 30 seconds to two minutes. Current timing does not promote bicycling on our premier bikeway as it increases trip time significantly, resulting in users j-walking or taking alternate more dangerous routes.
May 26 21 09:18:35 am	40.57426116	-105.060668	908 East Elizabeth Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44528">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44528</a>	Walking	E Elizabeth between Lemay and Stover is failing to support all users' safety as it is currently being used. It seems to be being used as a major street instead of a local neighborhood street based on volume observations. In this area, cars can often be parked on both sides of the street, high volume 30-35 mph vehicles traveling in both directions, bikes trying to find a place to go to not get hit, and peds walking on a skinny sidewalk in many cases having cars buzz by them. Someone is going to get killed or seriously injured if this is not addressed based on the evolving volumes and speeds.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

May 26 21 09:18:47 am	40.57425708	-105.0611669	900 East Elizabeth Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44529">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44529</a>	Biking	E Elizabeth between Lemay and Stover is failing to support all users' safety as it is currently being used. It seems to be being used as a major street instead of a local neighborhood street based on volume observations. In this area, cars can often be parked on both sides of the street, high volume 30-35 mph vehicles traveling in both directions, bikes trying to find a place to go to not get hit, and peds walking on a skinny sidewalk in many cases having cars buzz by them. Someone is going to get killed or seriously injured if this is not addressed based on the evolving volumes and speeds.
May 26 21 09:19:45 am	40.57285948	-105.0579643	1027 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44530">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44530</a>	Biking	Lemay is not safe for bikes. Bike lanes should be protected/separated.
May 27 21 02:51:29 pm	40.57419596	-105.0570953	1217 East Elizabeth Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44565">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-44565</a>	Biking	Missing bike lanes and often cars parked on both sides of the street while cars are simultaneously driving east/westbound, creating danger for bicycles. This street needs modern infrastructure to keep everyone safe.
Jun 17 21 02:57:06 pm	40.58183952	-105.0825548	410 South Meldrum Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45900">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45900</a>	Driving	When leaving The Lincoln Center parking lot it is really hard to see traffic heading south due to diagonally parked cars. This is a problem turning left or right out of the parking lot.
Jun 17 21 03:11:24 pm	40.49431838	-105.0953436	1039 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45901">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45901</a>	Biking	NOT SAFE to get from neighborhood off Trilby down to the Bike Trails
Jun 17 21 03:12:07 pm	40.4946121	-105.0879568	West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45902">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45902</a>	Biking	Not Safe to ride bike on Trilby.
Jun 17 21 03:12:56 pm	40.49741872	-105.0773621	6324 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45903">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45903</a>	Biking	NOT SAFE to ride bike along 287.
Jun 17 21 03:13:26 pm	40.49477528	-105.0773942	6605 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45904">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45904</a>	Driving	Dangerous Intersection
Jun 17 21 03:14:10 pm	40.48693004	-105.0774157	7316 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45905">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45905</a>	Driving	Very dangerous to turn onto College. Especially with so many more housing units being built at this time.
Jun 17 21 03:24:12 pm	40.58283768	-105.0843143	312 Canyon Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45906">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45906</a>	Driving	Dangerous Intersection! Can't see all 5 directions. Cars are unpredictable.
Jun 17 21 03:24:54 pm	40.58159507	-105.0858593	521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45907">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45907</a>	Driving	Always a predicament turning onto Mulberry at this intersection.
Jun 17 21 03:25:46 pm	40.58181914	-105.0825602	410 South Meldrum Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45908">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45908</a>	Driving	Hard to see oncoming traffic from the parking lot.
Jun 17 21 03:26:32 pm	40.58289471	-105.0811869	228 West Magnolia Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45909">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45909</a>	Driving	Difficult to turn off Canyon/Whitcomb onto Mulberry. Hard to see where cars are coming with the two turns and there is a curve in the road.
Jun 17 21 03:55:54 pm	40.48702215	-105.0961221	7180 South Shields Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45910">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45910</a>	Driving	Can't make left turns onto College during busy times of day
Jun 17 21 03:57:38 pm	40.48695452	-105.077405	6750 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45911">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45911</a>	Driving	Can't make left turns during busy times, which are happening more often. Huge increase in traffic due to new development.

EXHIBIT A TO RESOLUTION 2023-086

Jun 17 21 03:58:46 pm	40.49463381	-105.0841864	6602 Avondale Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45912">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45912</a>	Driving	During 5:00 PM hour, can take upwards of 10 minutes to make a left turn from Avondale unto Shields.
Jun 17 21 03:59:56 pm	40.49453052	-105.0898397	870 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45913">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45913</a>	Biking	Sidewalk and/or bike lane needed to connect neighborhoods to the east to the trail along Shields.
Jun 17 21 04:00:45 pm	40.49484055	-105.0772548	120 East Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45914">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45914</a>	Driving	Far too much traffic here for a single-lane Trilby. Traffic backs up far beyond turn lanes at all times of day.
Jun 17 21 06:23:57 pm	40.49476712	-105.0876403	6524 Fossil Crest Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45915">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45915</a>	Driving	Hard to see traffic coming from west up the hill, traffic coming from east is driving too fast which makes it difficult to determine a safe maneuver between the car you just saw coming up the hill and how fast is the car coming from the east!
Jun 17 21 06:26:09 pm	40.49484667	-105.0772387	120 East Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45916">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45916</a>	Driving	One of the most dangerous intersections around! And traffic often gets backed up to the west (traveling east) all the way to the entrance to Ridgewood Hills. Hate living here mostly because of this intersection.
Jun 17 21 06:27:19 pm	40.48935143	-105.0774962	7029 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45917">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45917</a>	Driving	Super dangerous. Need a light here. Adding more and more housing which brings more traffic and even more dangerous conditions.
Jun 17 21 06:28:50 pm	40.50636809	-105.077405	5748 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45918">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45918</a>	Driving	Too many people trying to enter the highway from this intersection.
Jun 18 21 09:03:07 am	40.49484055	-105.0773835	6605 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45926">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45926</a>	Driving	Backups of close to a mile multiple time per day on Trilby. Frustrated drivers u-turning. Drivers making "new lanes" to get by.
Jun 18 21 09:04:31 am	40.48694636	-105.077523	115 Triangle Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45927">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45927</a>	Driving	REALLY difficult to turn left from Triangle onto College. Can't see well to turn right either. Lots of development in this area making congestion REALLY bad.
Jun 18 21 09:06:31 am	40.49436734	-105.0960892	1039 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45928">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45928</a>	Biking	Not safe for cyclists to cross Trilby at grade - cars northbound on Shields turning right don't always look right before turning. Would love to see an underpass for cyclists here.
Jun 18 21 09:08:40 am	40.49442445	-105.090462	870 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45929">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45929</a>	Biking	Not safe for cyclists to get to the Long View Trail using Trilby. Would love to see a road-separated bike path from Ridgewood hills to the Long View trail. I know the RR crossing is hard, but Loveland is doing it _RIGHT NOW_ on 57th. We can do better.
Jun 18 21 05:04:46 pm	40.49578698	-105.0771046	6520 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45944">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45944</a>	Walking	The pedestrian infrastructure in the Trilby/College area is poor and lacking. It's difficult to walk in this area, even trying to get to a bus stop.
Jun 18 21 05:05:36 pm	40.49431022	-105.0476754	1630 East Trilby Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45945">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45945</a>	Biking	No bike lanes between the railroad at the Power Trail and Timberline road. Makes biking along this stretch more dangerous.
Jun 18 21 05:12:01 pm	40.49464474	-105.0796044	125 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45946">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45946</a>	Driving	Traffic around the college/trilby area gets backed up far during peak hours. Makes getting in and around this area annoying and more difficult
Jun 18 21 05:14:54 pm	40.49449788	-105.0867176	508 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45947">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-45947</a>	Biking	No easy trail access for both pedestrians and bikers from Ridgewood Hills and the surrounding area.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Jun 21 21 09:56:36 am	40.58935184	-105.1336241	124 North Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46022">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46022</a>	Biking	Poor visibility for bikers at this intersection.
Jun 21 21 09:57:58 am	40.58427582	-105.1336348	328 South Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46023">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46023</a>	Biking	Very narrow bike lane between Mulberry and Laporte along Overland. Drivers seem to think the bike lane is a shoulder and park in it.
Jun 21 21 09:59:44 am	40.53743279	-105.1152778	3700 South Taft Hill Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46024">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46024</a>	Driving	Southbound drivers on Taft Hill will use the last stretch of the right line to pass several cars in front of them before the lane ends.
Jun 21 21 10:02:06 am	40.52309295	-105.026958	2690 East Harmony Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46025">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46025</a>	Driving	When there is congestion in the left-turn lanes turning into Front Range Village, drivers frequently run the red light on the left turn signal.
Jun 21 21 10:04:32 am	40.5526459	-105.1223803	2411 West Drake Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46026">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46026</a>	Walking	Pedestrians frequently try to cross Drake Road in between Taft Hill Road and Overland Trail. There are not many crosswalks along this stretch of Drake Road, so people jaywalk.
Jun 21 21 10:06:16 am	40.58873263	-105.0771528	185 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46027">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46027</a>	Walking	Drivers turning right from Laporte onto College frequently do not yield to pedestrians in the crosswalk.
Jun 21 21 12:39:06 pm	40.58187427	-105.1337448	2935 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46029">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46029</a>	Biking	I find this intersection very dangerous on a bike and know of injuries that have occurred here. Visibility is poor for cyclists and drivers go too fast on Overland. A traffic light or circle would improve safety and comfort.
Jun 21 21 12:45:15 pm	40.58422846	-105.0806841	217 West Olive Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46030">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46030</a>	Biking	This is more for the general area around here, but it would be nice if the lights going N/S on either Howes or Mason between Mulberry and Laporte were timed to slower speeds (bicycle speeds). It can be really frustrating stopping at every light for a full cycle while drivers going unsafe speeds for a downtown area cruise right through with all greens.
Jun 21 21 12:46:07 pm	40.58487035	-105.0788703	272 South Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46032">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46032</a>	Biking	The bike lane on Mason can be uncomfortable with no safe space between the door zone and traffic
Jun 21 21 12:48:40 pm	40.58884332	-105.093592	947 Laporte Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46033">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46033</a>	Biking	A bike lane and/or restricting parking to just one side of the street would improve bicycle safety here. This is marked as a bike route, but people often after to merge with traffic to avoid parked cars.
Jun 21 21 12:50:48 pm	40.57567796	-105.1150078	901 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46035">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46035</a>	Biking	Bike lanes on Taft Hill in many places are completely unusable. They are extremely narrow, full of debris, occasionally vanish, and next to high speed traffic. Safe and direct N/S route on the west side of town would be beneficial.
Jun 21 21 12:54:36 pm	40.58239287	-105.0992366	404 Jackson Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46037">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46037</a>	Biking	Can be very difficult to see north on Jackson when turning left off of the bike back around City Park. There have been some great improvements to this area, but still could be better with visibility improvements (remove a few parking spots) and paint/signage across the road to slow drivers.
Jun 21 21 12:57:45 pm	40.60272346	-105.0717717	303 Conifer Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46039">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46039</a>	Biking	A light or signalized crosswalk would be nice here. It can be difficult to cross Conifer on Blue Spruce (this could be a nice bike route to the N. College area that avoids having to ride on College which is horrible).
Jun 21 21 01:32:11 pm	40.57488866	-105.1243981	2620 West Elizabeth Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46041">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46041</a>	Biking	Cars frequently park / idle in the bike lane on W. Elizabeth between Overland and Taft Hill
Jun 21 21 01:33:45 pm	40.57661886	-105.1044866	1625 West Plum Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46042">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46042</a>	Driving	Cars drive too fast along W. Plum from W. Elizabeth to Shields. Speed bumps would make this more safe for bikers and pedestrians.

				EXHIBIT A TO RESOLUTION 2023-086	
Item 17. 01:35:09 pm	40.58020075	-105.1006006	600 City Park Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46043">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46043</a>	Biking	No bike lane on City Park Ave. south of Mulberry. This is heavily used by bikers who have to worry about speeding cars.
Jun 21 21 01:36:51 pm	40.57521054	-105.1337904	920 South Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46044">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46044</a>	Biking	This is a dangerous intersections. Cars speed on Overland over the hill and the bike lanes are frequently filled with gravel and debris. A stoplight here would greatly improve safety
Jun 21 21 01:38:46 pm	40.56730089	-105.1080697	1610 Westbridge Drive, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46045">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46045</a>	Biking	W. Prospect is dangerous to cross between Taft Hill and Shields. Many bikers and pedestrians cross to access Red Fox Meadows. Please add a stoplight or crosswalk with flashing lights.
Jun 21 21 01:40:27 pm	40.58801972	-105.0753397	320 Walnut Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46046">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46046</a>	Driving	Please close walnut street to cars and reserve for pedestrian use only.
Jun 21 21 02:50:27 pm	40.56686175	-105.0939234	929 West Prospect Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46047">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46047</a>	Biking	Please add a large bike lane for the entirety of west prospect from college to overland. It is dangerous to bike along prospect and is much needed with the proximity to campus
Jun 21 21 05:49:01 pm	40.57805044	-105.077067	106 East Laurel Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46051">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46051</a>	Walking	This intersection is a great example of an intersection over-built for cars and under-built for other road users. Pedestrians have to hike across about 7 lanes worth of asphalt, and bicyclists often sit through light signals until there's a "helper" car to trip the signal. This intersection would probably be better as a higher-turnover intersection like Mountain & Mathews. It could also use a lane diet on the Laurel faces to slow drivers down due to how many people on foot and bikes use the intersection. The third southbound lane for College is likely unnecessary here, and the cross-sections for Laurel in this section should really be narrowed to 3 lanes (center turn and 1 lane each direction).  This is an anchor intersection for campus-oriented bicycle and pedestrian traffic and is not engineered for it. There's ample room for buffered bike lanes, wider sidewalks (which are need to balance
Jun 21 21 05:51:02 pm	40.58140765	-105.0788909	501 South Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46052">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46052</a>	Walking	This intersection is fairly dangerous for pedestrians due to stressed left turning traffic. It's even worse for anyone with accessibility issues. I've walked a blind man across this street twice who was trying to get to one of the MAX stops because it's too loud, hard to navigate, and there's no audible ped signal anyway.
Jun 21 21 05:52:31 pm	40.58146056	-105.0769919	502 South College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46053">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46053</a>	Walking	Almost every time I walk through this intersection, I experience a near miss from a car due to all the right turn lanes and at-will lefts from Mulberry traffic. Left turns should really be "on signal only" so peds are protected from drivers who either aren't paying attention or are focusing on oncoming traffic. If we wanted to get really progressive, we would eliminate right turns on red, too although that might be too European for our sensibilities. I actively avoid this intersection when I'm on foot because of how dangerous it is.
Jun 21 21 05:54:24 pm	40.58145654	-105.0719172	334 East Mulberry Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46054">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46054</a>	Walking	For what Mulberry is (an arterial through a neighborhood in downtown), it is built too much like a highway. Despite the proximity to downtown, there's only a few bike/ped crossings. In general, Mulberry seems to follow the City's rule on arterials that there can only be 2-3 ped crossings per mile - a rule that destroys anything resembling neighborhood connectivity.
Jun 21 21 05:55:53 pm	40.58142802	-105.073033	317 East Mulberry Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46055">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46055</a>	Biking	For what Mulberry is west of Riverside Avenue, it should probably have a road diet and buffered bike line configuration for its full extent between Overland and Riverside. You could use roundabouts to deal with the traffic capacity but also calm traffic down. Arterials through downtown areas should ALWAYS have bicycle infrastructure on them. It's okay to, and should be the goal to, slow down the cars to make this happen.
Jun 21 21 05:57:41 pm	40.58152173	-105.0859559	521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46056">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46056</a>	Walking	For how Canyon serves as a feeder of sorts between campus, the neighborhoods north of campus, and downtown, this feels like it should be a fully functional intersection with either a roundabout or at least a traffic signal. There are too few pedestrian crossings on Mulberry in this mile section west of Meldrum, especially considering the density that lends itself to walking and biking.
Jun 21 21 05:58:35 pm	40.5815421	-105.0860095	521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46057">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46057</a>	Biking	Canyon and either Whitcomb or Loomis could easily serve as a good bikeway connection between campus and downtown. As it stands now, this section of Mulberry is notably dangerous and inconvenient for people walking and biking, and this intersection is the worst.
Jun 21 21 05:59:39 pm	40.58175136	-105.0957799	1025 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46058">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46058</a>	Walking	Like most arterial-on-arterial intersections in the city, this intersection is dangerous to walk across because traffic is moving quickly, there's a lot of asphalt to cross, and visibility of pedestrians is low.
Jun 21 21 06:01:51 pm	40.58180254	-105.1004702	1339 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46059">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46059</a>	Biking	Ideally, all of Mulberry west of Riverside would be three lanes with a buffered bike lane. The current bicycle action on the bikeway here isn't logical for cyclists because the Mulberry crossing is only on one side of the intersection here. We would never limit cars this way and we shouldn't force people walking and biking into inconvenient, somewhat unsafe, and definitely awkward behavior just because making it safer for vulnerable road users will inconvenience drivers. At least extend the bike lane up to Jackson and have left/north-turning cyclists make more logical movements in more logical places, but frankly, it's past time for Fort Collins to embrace the 3-lane arterial, especially in Old Town which was historically built for pedestrians and transit first, and cars much farther down the priority list. We say we want a 60% rideshare of walking, biking, and transit. We're never going to get there if we keep relying on outdated assumptions that car drivers are the only legitimate road users and all other transportation modes are "amenities."
Jun 21 21 Page 366	40.58140976	-105.07007	503 East Mulberry Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46062">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46062</a>	Walking	As one of the only ped crossings on Mulberry in this mile stretch, Whedbee could use some attention. It does well in giving peds a head start and having a weight sensor for bikes, but it could use pedestrian bulb-outs on Whedbee to pinch the entry into the neighborhoods and signal to drivers to slow down (drivers tend to speed up and down Whedbee, which is highly intimidating to people trying to walk).



EXHIBIT A TO RESOLUTION 2023-086

<p>Item 17.</p> <p>Jun 21 21 10:28:54 pm</p>	<p>40.58142653</p>	<p>-105.0664866</p>	<p>721 East Mulberry Street, Fort Collins, Colorado 80524, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46063">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46063</a></p>	<p>Walking</p>	<p>With Stover classified as a collector street, it should really have a ped crossing up to Riverside - Google Maps thinks there is but nobody would cross the street here without a death wish.</p>
<p>Jun 21 21 10:30:09 pm</p>	<p>40.58137913</p>	<p>-105.066483</p>	<p>500 Stover Street, Fort Collins, Colorado 80524, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46064">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46064</a></p>	<p>Biking</p>	<p>Stover is supposed to be a bikeway but ends abruptly here at Mulberry (or Laurel?) without actually connecting the bikeway into the downtown. To establish connectivity, a crossing is needed, and a logical one, not one of those annoying ones that forces peds and cyclists over to one side of the road.                   Considering Mulberry travels almost exclusively through neighborhoods west of Riverside, seems like this is a good place to hem the road down to a 3-lane, 30mph configuration. That would do AMAZING things for bicycle and pedestrian connectivity in the downtown area that is otherwise very walkable and bikeable except for the arterial streets.</p>
<p>Jun 21 21 10:31:38 pm</p>	<p>40.58136691</p>	<p>-105.0632054</p>	<p>819 East Mulberry Street, Fort Collins, Colorado 80524, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46065">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46065</a></p>	<p>Walking</p>	<p>This intersection is fundamentally unsafe for pedestrians, despite it being one of the only connections for peds and bicyclists from the neighborhoods to the southwest to reasonably access the Poudre Trail. The road is too wide, the sidewalks too narrow, the traffic too fast.</p>
<p>Jun 21 21 10:33:06 pm</p>	<p>40.58080923</p>	<p>-105.062322</p>	<p>829 Riverside Avenue, Fort Collins, Colorado 80524, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46066">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46066</a></p>	<p>Walking</p>	<p>Riverside south of Mulberry is an obviously overbuilt street. Traffic volumes are too low to justify the five-lane configuration. This is a natural connective route for people walking and biking to connect with the Spring Creek Trail and Edora, and to get at least most of the way downtown before diverting at, say, Lemay or Myrtle. However, the sidewalks are extremely narrow, never shoveled in winter, and there's no crossings to access businesses or facilities on the east side of the street. Granted, a lot of those are industrial and unlikely to attract much walking and biking traffic, but the west side of Riverside does have those businesses (offices, health care, etc.) and could benefit greatly. Maybe this is a spot to try out a two-way buffered bikeway along the west side of the road, with a handful of strategic crossings where they make sense?</p>
<p>Jun 21 21 10:34:39 pm</p>	<p>40.58071504</p>	<p>-105.0621378</p>	<p>829 Riverside Avenue, Fort Collins, Colorado 80524, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46067">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46067</a></p>	<p>Biking</p>	<p>Riverside Ave south of Mulberry is a natural connector route for people walking and biking to the Power/Spring Creek trails and to Edora. Right now, walking is miserable and biking is deadly (is laughable that there's signs saying bikers are allowed to use the full lane; if they tried it, somebody with a big truck would probably run them over just to make a point). Buffered bike lanes are an easy and logical thing to add here to calm traffic and improve neighborhood connectivity.</p>
<p>Jun 21 21 10:36:06 pm</p>	<p>40.57780191</p>	<p>-105.057857</p>	<p>713 South Lemay Avenue, Fort Collins, Colorado 80524, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46068">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46068</a></p>	<p>Walking</p>	<p>This intersection is too wide and fast to be safe for peds - I regularly experience near misses here from left and right-turning traffic because they just aren't looking (street is too wide and peds are tucked out of line of sight).</p>
<p>Jun 21 21 10:37:16 pm</p>	<p>40.58060096</p>	<p>-105.0568163</p>	<p>South Lemay Avenue, Fort Collins, Colorado 80524, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46069">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46069</a></p>	<p>Biking</p>	<p>There is no logical access point from the bike lane to the Poudre Trail. The original access is blocked off and there's no curb cut in a reasonable location - cyclists have to know to hop onto the sidewalk on the south side of the river, or make a hairpin turn in the slip lane onto Mulberry. Either improve the wayfinding signage for northbound riders, establish a logically-engineered curbcut here, or ideally both (or just fix the original access point to the south).</p>
<p>Jun 21 21 10:38:21 pm</p>	<p>40.56708945</p>	<p>-105.044961</p>	<p>1725 East Prospect Road, Fort Collins, Colorado 80525, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46070">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46070</a></p>	<p>Walking</p>	<p>This is generally not a safe intersection for peds because it's too wide and fast and there's low visibility for drivers.                   Also no pedestrian crossing on the east side of the intersection - people who walk are not second class citizens - allow us full and logical use of intersections.</p>
<p>Jun 21 21 10:39:22 pm</p>	<p>40.5671302</p>	<p>-105.0450039</p>	<p>1725 East Prospect Road, Fort Collins, Colorado 80525, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46071">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46071</a></p>	<p>Biking</p>	<p>This should be an intersection to help funnel bicyclists from the neighborhoods to the northwest down onto the Power/Spring Creek Trails or Edora. There are no bike facilities on Riverside or Prospect for at least a mile in any direction, and no connections aside from trying to make do on narrow sidewalks.</p>
<p>Jun 21 21 10:40:29 pm</p>	<p>40.56717366</p>	<p>-105.0393963</p>	<p>1613 South Timberline Road, Fort Collins, Colorado 80525, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46072">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46072</a></p>	<p>Walking</p>	<p>This is an extremely dangerous intersection for peds and bicyclists due to high speeds and traffic volumes. I try to never ever walk or ride through this intersection because left and right turning drivers simply aren't looking for us.</p>
<p>Jun 21 21 10:41:41 pm</p>	<p>40.56789704</p>	<p>-105.039441</p>	<p>1505 South Timberline Road, Fort Collins, Colorado 80524, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46073">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46073</a></p>	<p>Walking</p>	<p>Sidewalk missing - peds have to cut through Nursery garden center (trespass) to get to intersection.</p>
<p>Jun 21 21 10:43:21 pm</p>	<p>40.56621954</p>	<p>-105.039382</p>	<p>1613 South Timberline Road, Fort Collins, Colorado 80525, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46074">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46074</a></p>	<p>Biking</p>	<p>This segment of Timberline from Prospect to Drake is fundamentally unsafe for road users. It is too wide and too fast and there's almost zero connectivity across the street for the full mile inbetween arterials. It's unsafe for everyone, and those of us walking or biking have to find circuitous, convoluted routes to any destinations along the corridor.</p>
<p>Jun 21 21 10:44:08 pm</p>	<p>40.55251904</p>	<p>-105.0388026</p>	<p>2195 East Drake Road, Fort Collins, Colorado 80525, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46075">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46075</a></p>	<p>Walking</p>	<p>Intersection is too wide and fast for safe use by pedestrians.</p>
<p>Jun 21 21 10:45:08 pm</p>	<p>40.55253326</p>	<p>-105.0367749</p>	<p>2195 East Drake Road, Fort Collins, Colorado 80525, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46076">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46076</a></p>	<p>Walking</p>	<p>Ped crossing needs street narrowed to one vehicle lane each direction to be safe. One direction has two lanes which means drivers often pop around vehicles actually stopping at the crosswalk and risk hamburgering peds in the crosswalk.</p>
<p>Jun 21 21 10:46:35 pm</p>	<p>40.55210329</p>	<p>-105.0579894</p>	<p>1239 East Drake Road, Fort Collins, Colorado 80525, United States  <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46077">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46077</a></p>	<p>Walking</p>	<p>Intersection is very dangerous for peds due to high traffic speeds and low visibility from angles. Seems like this would be an excellent candidate for a two lane roundabout with 20-ft separation between the roundabout and ped/bike crossings.</p>

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Jun 21 21 10:48:30 pm	40.55643641	-105.0579375	1113 Parkwood Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46078">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46078</a>	Biking	This intersection could actually use a roundabout for full crossing by peds, bikes, and cars. I know a ped/cycle signal is planned here, but drivers on Parkwood/Columbia are unlikely to respect any restrictions on turning actions (they don't at Pitkin/Lemay) which creates a false sense of security for bicyclists. Better to just rebuild the intersection as fully functional and connect the neighborhoods.
Jun 21 21 10:49:09 pm	40.55709667	-105.0579429	2238 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46079">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46079</a>	Biking	Lemay between Prospect and Drake is bad to bike on - the bike lanes aren't buffered and traffic is moving too quickly to respect/safely interact with bikers.
Jun 21 21 10:50:30 pm	40.55688066	-105.0579429	2238 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46080">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46080</a>	Walking	Crossings at any intersection, especially arterials, is dangerous since turning traffic is moving too fast and there's no pedestrian bulbouts to signal to drivers to slow down as they leave Lemay. Also, in winter, snow removal on this mile stretch is almost non-existent so this mile of arterial is effectively impassable after snow storms for anybody who's not young and able-bodied.
Jun 21 21 10:52:16 pm	40.56358974	-105.0579017	1805 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46081">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46081</a>	Biking	Consider a road diet on Lemay within city limits. Lemay, like many other arterial streets, travels almost exclusively past neighborhoods. Any arterial through a neighborhood should be reconfigured to a three-lane with buffered bike lanes and a 30mph speed limit, ideally with roundabouts at key intersections. Our priority should be safety and connectivity, not speed.
Jun 21 21 10:53:09 pm	40.56701613	-105.0578857	949 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46082">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46082</a>	Walking	Unsafe for pedestrians due to wide, fast intersections (slip lanes and right turn lanes make it worse).
Jun 21 21 10:54:48 pm	40.56926957	-105.0578892	1316 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46083">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46083</a>	Biking	Especially considering that most of the mile of Lemay between Prospect and Mulberry is through neighborhoods and past a primary health care center, the five lane highway seems really out of place. This road is screaming for a road diet with buffered bike lanes, separated sidewalks, some City street trees, and roundabouts. People in the neighborhood should feel safe walking to their appointments, not having to drive just to get safely across Lemay.  Safety and connectivity first, speed...later or not at all.
Jun 21 21 10:56:41 pm	40.57021087	-105.0578356	1304 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46084">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46084</a>	Biking	Signal timing clearly does not prioritize bikes - making driving a more attractive option (not a good way to get down to the 40% automobile rideshare that the City's master plan says is a goal).
Jun 21 21 10:58:47 pm	40.56702017	-105.0641388	807 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46085">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46085</a>	Walking	Prospect is a dangerous walk in this section, especially when crossing local/collector streets as they dump onto Prospect. Sometimes there's no separation with traffic that is moving at high speeds, and there's often no pedestrian bulbouts on side streets signaling to drivers to slow down as they leave Prospect and giving peds less street to cross.
Jun 21 21 11:00:32 pm	40.56700795	-105.0648361	801 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46086">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46086</a>	Biking	The lack of bicycle lanes along Prospect Road through most of the city where it would be really meaningful is a MAJOR hindrance to bicycle and ped connectivity, much like the same situation on Mulberry.  Prospect goes through neighborhoods for most of its extent through the city and should be reduced to a three-lane cross-section with buffered bike lanes and roundabouts at critical intersections. As it's built now, it severs neighborhood connectivity. We should prioritize connectivity and safety first, and deal with speed later.
Jun 21 21 11:01:40 pm	40.56701202	-105.0670838	609 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46087">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46087</a>	Walking	The crossing at Stover & Prospect thankfully has a quite responsive signal, but the actual crosswalk is only logically placed for northbound walking and biking traffic and even that's a stretch considering sidewalk dimensions for cyclists. This crossing makes no sense for south-bound active-mode traffic and really doesn't work at all for cyclists.
Jun 21 21 11:02:49 pm	40.56706696	-105.070256	501 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46088">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46088</a>	Walking	As a collector street, this really deserves a full crossing. The city should have more than 2-3 crossings per mile on arterial streets in dense neighborhoods. Prospect only has two signaled intersections between College and Lemay, severely hampering neighborhood connectivity, especially for people walking and biking.
Jun 21 21 11:03:04 pm	40.56704312	-105.0721139	401 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46089">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46089</a>	Walking	As a collector street, this really deserves a full crossing. The city should have more than 2-3 crossings per mile on arterial streets in dense neighborhoods. Prospect only has two signaled intersections between College and Lemay, severely hampering neighborhood connectivity for all users, especially people walking and biking.
Jun 21 21 11:04:29 pm	40.56708014	-105.0767934	209 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46090">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46090</a>	Walking	This intersection is close to impassible for pedestrians. I'm younger and able-bodied and I actively avoid this intersection and any businesses near it due to the high speed and wide streets. If there's low car-on-ped crashes here, it's because no peds would dare use this intersection.
Jun 21 21 11:05:47 pm	40.56704136	-105.0790071	190 West Prospect Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46091">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46091</a>	Biking	I know the angles and rights-of-way are limited here, but the at-grade bike crossing involves several hairpin turns and doesn't have enough space for the volume of traffic (peds and bikes). At least should widen the sidewalk, especially the sidewalk connection over to the trail on the north side of Prospect.
Jun 21 21 11:07:44 pm	40.56706095	-105.0810403	239 West Prospect Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46092">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46092</a>	Biking	The lack of bike lanes along Prospect in this mile section (College to Shields) is notable and severely hampers the city's bike connectivity in an area (near campus) where it is even more important. The city should consider a road diet and narrowing the street to three lanes with buffered bike lanes at 30mph with roundabouts at key intersections. As this corridor densifies, demands for multi-modal facilities is only going to get worse and unless you're planning on putting all the restaurants in this area up on Lake Street, people are going to want to walk and bike on Prospect.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Jun 21 21 11:09:23 pm	40.5671791	-105.0959605	1512 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46093">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46093</a>	Walking	Like a lot of arterial-on-arterial intersections, this is dangerous for peds due to being wide and fast. Anything you can do to narrow intersections and calm traffic will help.
Jun 21 21 11:11:08 pm	40.57106658	-105.0959337	1000 West Pitkin Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46094">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46094</a>	Walking	There's very little connectivity between the east and west side of Shields south of Elizabeth and this should be improved.
Jun 21 21 11:12:01 pm	40.57041878	-105.0960732	1306 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46095">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46095</a>	Biking	I'm pretty sure Springfield is supposed to be the westward extension of the Pitkin bikeway but you'd never tell if you were trying to get across Shields from either side. This needs a bike/ped connectivity solution.
Jun 21 21 11:13:32 pm	40.57810037	-105.0931263	1001 West Laurel Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46096">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46096</a>	Biking	Bike lanes are decent but traffic is still too fast on Laurel between Shields and Prospect. This street section really needs a road diet down to a standard 3-lane (center turn and 1 lane each direction) with maybe a roundabout here and there to calm traffic and further buffer bicyclists.
Jun 21 21 11:15:08 pm	40.57935243	-105.0957835	624 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46097">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46097</a>	Biking	Lack of bike lanes or separated sidewalks is extremely notable here. Could likely use a road diet down to the three lanes to provide buffered bike lanes and separated side walks (maybe with some street trees?)
Jun 21 21 11:17:31 pm	40.58416969	-105.0770169	301 South College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46098">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46098</a>	Walking	Not actually an issue - this is the safest crossing of an arterial I've encountered in FoCo and wish it would be a model for redesigning others throughout the City. I regularly use this crossing even if it's out of my way because it's compact (uses pedestrian bulbouts and cuts of the "cheater" right turn action) and has median islands if you don't quite make the crosswalk. Plus it's well shaded and interesting, and the traffic signal is reasonably responsive to peds. Do more of this, please. :-)
Jun 21 21 11:19:42 pm	40.58715399	-105.0715435	100 Riverside Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46099">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46099</a>	Walking	Extremely dangerous intersection to walk through due to traffic speeds and intersection width. I try to avoid this intersection despite it being a logical way to access the Poudre Trail from downtown because of how unsafe it is.
Jun 21 21 11:20:37 pm	40.58860236	-105.0573707	South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46100">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46100</a>	Biking	Not a safe intersection to bike through due to wide intersection and high traffic speeds. Would be better as a roundabout.
Jun 21 21 11:22:16 pm	40.58191285	-105.0326979	South Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46101">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46101</a>	Biking	Super dangerous intersection with lots of aggressive traffic from all directions. Generally avoid for any biking trips.
Jun 21 21 11:26:02 pm	40.57552166	-105.0769401	830 South College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46102">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46102</a>	Biking	Not having bike lanes on this section of College right across from campus and on a reasonably well-developed commercial corridor seems to counteract city goals about economic development and social sustainability. This section of College is noticeably overbuilt and could very much use a road diet down to five lanes, using the outside lines for buffered bike lines running from Laurel south to Lake or Pitkin on either side (or even Lake Street)
Jun 21 21 11:27:32 pm	40.58645964	-105.1148021	101 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46103">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46103</a>	Walking	No sidewalks on the east side of the street is noticeably awkward since it's the only side of the street worth walking on in this section.
Jun 21 21 11:28:38 pm	40.58920653	-105.1148862	201 North Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46104">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46104</a>	Driving	For all sorts of traffic reasons, this intersection really seems like it should be a roundabout at this point. The input roads don't need to be more than 3 lanes based on traffic loads and it's really wide and overbuilt as a signaled intersection. It's also fairly dangerous for people walking or biking due to intersection width and approaching travel speeds for vehicles.
Jun 21 21 11:29:49 pm	40.58959631	-105.1364493	3116 Laporte Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46105">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46105</a>	Biking	Like a lot of connections to Overland, the street is overbuilt and traffic too fast - it's hard for people walking or biking to use Overland - or connect to Overland, as a result.
Jun 22 21 08:38:04 am	40.57596503	-105.1007229	809 City Park Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46122">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46122</a>	Biking	Bike lane is very narrow and cars often park into the bike lane.
Jun 22 21 08:40:56 am	40.56977759	-105.1149566	1455 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46123">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46123</a>	Biking	Taft Hill doesn't have bike lanes all the way down and cars are going very fast, making it unsafe for biking.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Jun 22 21 01:17:23 pm	40.58934776	-105.133667	124 North Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46133">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46133</a>	Biking	Making the left turn from Overland Trail to Laporte is unsafe on a bike.
Jun 22 21 01:19:06 pm	40.581921	-105.1337314	401 South Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46135">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46135</a>	Biking	The bike lane thins very abruptly at this intersection and feels very unsafe to bike through.
Jun 22 21 01:19:45 pm	40.56920029	-105.1338387	1504 South Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46136">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46136</a>	Walking	Side walk switches side of the road and there isn't infrastructure for pedestrians to cross the road
Jun 22 21 01:20:42 pm	40.58927036	-105.1205242	2314 Laporte Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46137">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46137</a>	Biking	please add more separation for bike lanes along Laporte! the cars go very fast here and it's not safe for cyclists
Jun 23 21 10:28:56 am	40.56702017	-105.0768524	1600 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46174">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46174</a>	Biking	This bike crossing is very small and sidewalk isn't big enough for bikes and pedestrians to safely turn onto the Mason Trail.
Jun 24 21 01:18:11 pm	40.53606296	-105.0205636	3037 Carrington Court, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46242">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46242</a>	Biking	Very challenging to enter roundabouts. Drivers often ignore cyclist and pedestrians. A lot of movement at high speed for a cyclist to process
Jun 24 21 01:18:16 pm	40.53606296	-105.0205636	3037 Carrington Court, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46243">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46243</a>	Biking	Very challenging to enter roundabouts. Drivers often ignore cyclist and pedestrians. A lot of movement at high speed for a cyclist to process
Jun 24 21 01:18:32 pm	40.55155354	-105.0191474	South County Road 9, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46244">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46244</a>	Biking	Very challenging to enter roundabouts. Drivers often ignore cyclist and pedestrians. A lot of movement at high speed for a cyclist to process
Jun 25 21 09:35:21 am	40.58809615	-105.0702166	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46270">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46270</a>	Walking	A Natural Areas fence is blocking walkers along Lincoln Ave. The fence seems inappropriate and forces walkers to step into the busy street. There should be a legit sidewalk here instead.
Jun 25 21 09:42:31 am	40.58811749	-105.0703561	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46272">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46272</a>	Biking	Eastbound, there's a curve here that includes a bike lane; however, car drivers seem to always "cut the corner" and encroach into the bike lane. Speeds are also fast.
Jun 25 21 09:46:43 am	40.58821934	-105.0702596	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46273">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46273</a>	Walking	This crosswalk on Lincoln needs a bulb-out. It is busy and often there's a constant stream of cars on Willow who are desperately trying to turn left on Lincoln. It makes walking across this area a bit intimidating during busy times.
Jun 25 21 09:50:02 am	40.58770124	-105.0708393	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46275">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46275</a>	Walking	No sidewalk here. Depending on the season, there are overgrown weeds and mud pits. Not pedestrian friendly for the downtown / river / brewery corridor.
Jun 25 21 10:01:34 am	40.58713163	-105.0715309	100 Riverside Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46276">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46276</a>	Walking	My family regularly crosses Riverside at Lincoln to get to the river trail, to school, etc. It is dangerous when busy, and we've had close calls multiple times with both rude and distracted drivers. People regularly run red lights on Riverside, and from Lincoln people are desperately trying to turn left, both lead to dangerous crossings for walkers/bikers. Drivers don't seem to recognize there are pedestrians/bikers in the area, since the area looks industrial and purely road-focused. Speeds are too fast on Riverside, and it feels very unsafe for families to be standing on the narrow sidewalk so close to the busy highway. Please add bulb-outs, colorful crosswalks, pedestrian signage, better bike markings, slower Riverside speeds, etc...
Jun 25 21 10:10:46 am	40.58897705	-105.07424	256 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46277">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46277</a>	Biking	The SW-bound bike lane (quietly) vanishes and gets merged into traffic. I've seen bike-car conflicts at this intersection. In such a bike-intensive area, it seems like this would have been part of the design of the Linden Street revamp.
Jun 25 21 10:16:53 am	40.58882633	-105.0744385	254 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46278">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46278</a>	Walking	Linden Street should be "the Linden Street Mall." Boulder has Pearl Street Mall (which actually attracts tourists!), and Fort Collins should manage Linden Street in the same way. The new Linden Street revamp plan is nicer than the current situation, but it does not fully recognize the huge potential of our downtown!

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Jun 25 21 10:22:43 am	40.58419502	-105.0774929	109 West Olive Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46279">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46279</a>	Biking	East-West biking through downtown is very challenging. Bikers are forced to share the road with cars. Cars don't expect to see bikers in these areas. I have experienced many bike-car conflicts (e.g. tailgating, honking, fast passing, yelling, revving engines, etc).  We need a few designated East-West bike routes through downtown -- especially on Mountain, Olive, and Magnolia.
Jun 25 21 10:23:22 am	40.58279848	-105.0775092	112 West Magnolia Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46280">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46280</a>	Biking	East-West biking through downtown is very challenging. Bikers are forced to share the road with cars. Cars don't expect to see bikers in these areas. I have experienced many bike-car conflicts (e.g. tailgating, honking, fast passing, yelling, revving engines, etc).  We need a few designated East-West bike routes through downtown -- especially on Mountain, Olive, and Magnolia.
Jun 25 21 10:24:14 am	40.58701757	-105.0763965	121 East Mountain Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46281">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46281</a>	Biking	East-West biking through downtown is very challenging. Bikers are forced to share the road with cars. Cars don't expect to see bikers in these areas. I have experienced many bike-car conflicts (e.g. tailgating, honking, fast passing, yelling, revving engines, etc).  We need a few designated East-West bike routes through downtown -- especially on Mountain, Olive, and Magnolia.
Jun 25 21 10:28:14 am	40.5891787	-105.1303286	2944 Laporte Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46282">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46282</a>	Biking	Needs dedicated bike lanes. This could be a major bike route that connects Fort Collins proper with the foothills area -- enabling car-free recreational access (mountain biking, hiking, wildlife, etc)
Jun 25 21 10:29:35 am	40.60618745	-105.133349	3087 Headwater Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46283">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46283</a>	Biking	Needs dedicated bike lanes. This could be a major bike route that connects Fort Collins proper with the foothills area -- enabling car-free recreational access (mountain biking, hiking, wildlife, etc)
Jun 25 21 10:31:34 am	40.60665874	-105.1349652	1425 North Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46284">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46284</a>	Biking	Install bike racks at Natural Areas that are close to the city. This enables truly car-free recreational opportunities (i.e. bike to a trailhead then go for a hike, watch wildlife, etc).
Jun 25 21 10:32:55 am	40.59021437	-105.157468	4403 Laporte Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46285">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46285</a>	Biking	Install bike racks at Natural Areas that are close to the city. This enables truly car-free recreational opportunities (i.e. bike to a trailhead then go for a hike, watch wildlife, etc).
Jun 25 21 10:39:20 am	40.58910741	-105.0770402	124 Laporte Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46286">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46286</a>	Walking	Crossing College as a pedestrian is difficult here, mostly due to east-bound drivers on Laporte that want to turn left onto College. Drivers don't seem to expect pedestrians will be crossing here. I personally have nearly been hit a few times here by left-turning cars.
Jun 25 21 10:43:03 am	40.59168531	-105.0711112	445 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46287">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46287</a>	Biking	Would be nice to have a better bike/ped crossing here. Drivers on Linden never stop for crossing pedestrians, and sometimes they are going very fast. Additionally, there's an elderly home and day-care facility nearby.
Jun 25 21 10:46:03 am	40.58369323	-105.0443333	1820 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46288">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46288</a>	Biking	Separated bike lanes are needed here. Cars go fast next to bikers (with breweries nearby!)
Jun 25 21 10:50:07 am	40.59248214	-105.1334487	339 North Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46289">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46289</a>	Biking	Separated bike lanes are needed the full length of Overland -- this would complete an excellent biking loop in the city. Cars are going too fast, there are curves, and there's often debris in the shoulder where the bikers are.
Jun 25 21 11:04:16 am	40.58695181	-105.0731038	335 East Mountain Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46290">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46290</a>	Walking	Mountain Ave in downtown is much too car-focused. Are four lanes of traffic really necessary on a street through downtown? There's also too much space allocated to street-side parking, considering that we have so many parking ramps in the area. Please reallocate some of the car-dominated space to pedestrians and bikes.
Jun 25 21 11:17:30 am	40.58507097	-105.0701043	208 Whedbee Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46291">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46291</a>	Driving	Many cars drive too fast down Whedbee. There are car crashes, daily honking, daily tire screeching, etc to prove it. Please add pedestrian bulb-outs and crossing, and also close off the Whedbee-Riverside access point.
Jun 25 21 11:21:04 am	40.58600924	-105.0700634	202 Whedbee Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46292">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46292</a>	Driving	Cars turn this corner too fast onto Whedbee, and the pedestrian crossings in the area are non-existent. Please close off the access onto Whedbee from Riverside.
Jun 25 21 11:23:00 am	40.58716192	-105.071544	100 Riverside Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46293">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46293</a>	Driving	Cars frequently run the red lights here on Riverside.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Jun 25 21 12:55:57 pm	40.58830081	-105.0731295	360 Jefferson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46294">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46294</a>	Driving	Many semi-trucks and cars are passing through our busy downtown. In addition to the obvious traffic safety issues, there's also a very high amount of particulate matter pollution from diesel exhaust in this corridor. This negatively affects the health of the the nearby neighborhoods and also those who work in the area.  When considering various long-term solutions, please put highway re-routing options on the table.
Jun 26 21 10:05:51 am	40.5381014	-105.0725126	351 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46324">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46324</a>	Biking	Bike lane too narrow to be safe. There is not a safe thoroughfare to get from the east to the west sides of college
Jun 26 21 10:05:55 am	40.5381014	-105.0725126	351 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46325">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46325</a>	Biking	Bike lane too narrow to be safe. There is not a safe thoroughfare to get from the east to the west sides of college
Jun 26 21 10:06:06 am	40.5381014	-105.0725126	351 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46326">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46326</a>	Biking	Bike lane too narrow to be safe. There is not a safe thoroughfare to get from the east to the west sides of college
Jul 06 21 06:21:38 pm	40.59525349	-105.0295701	609 North Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46729">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46729</a>	Driving	Major back ups during rush hour and when there is a train. NE Foco should have no further development until Timberline and Vine has overpass.
Jul 06 21 06:22:50 pm	40.59609435	-105.0278763	2616 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46730">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46730</a>	Walking	No sidewalk to connect Trailhead to Mosaic
Jul 06 21 07:24:38 pm	40.58145157	-105.0743988	219 East Mulberry Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46731">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46731</a>	Biking	Bike and pedestrian crossing very difficult here - think video game of Frogger. Traffic also needs to be slowed down as it transitions into Old Town. Stormwater runoff at this corner drains entire block down to Laurel sewer; each storm the debris accumulates, affecting the pedestrian ramps (x2) and adjacent roadway can turn into Lake Mathews if not cleared out regularly.
Jul 07 21 09:23:10 am	40.5620705	-105.0579451	1817 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46741">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46741</a>	Biking	Lemay is terrible for bikers, esp those of us who aren't experienced riders, and the alternate routes take 2-3 times as long. Bikers need protection from cars going 45 mph
Jul 12 21 12:31:01 pm	40.56708945	-105.054574	1307 East Prospect Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46844">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46844</a>	Driving	The traffic between Luke Street and the entrance to the Fort Collins Club makes crossing this section very difficult for driving and biking to access the bike trail on the south side.
Jul 12 21 12:57:27 pm	40.60120687	-105.1145911	1024 North Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46845">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46845</a>	Walking	There are no sidewalks between neighborhoods and the Poudre River Trail
Jul 12 21 12:58:11 pm	40.59655801	-105.1196841	2302 West Vine Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46846">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46846</a>	Walking	There are no sidewalks on Vine between neighborhoods and Irish Elementary
Jul 12 21 04:22:38 pm	40.54559824	-105.0205314	3010 William Neal Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46847">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46847</a>	Biking	Please put in a crosswalk or a signal light at this intersection so bikers and walkers can safely cross Ziegler Road to access the trails on the east side. Ziegler Rd is dangerous to cross on foot or bike! The city has placed crosswalks along other main roads that do not even connect major trails. Why is this area being ignored?
Jul 12 21 07:08:25 pm	40.52088523	-105.0771732	4730 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46860">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46860</a>	Driving	Many near accidents due to long back ups on N. bound College waiting for the light to change. In the long back ups, vehicles cut over into the turn lane for SE Frontage roads and dive up to the Eastbound turn lane to Harmony.
Jul 12 21 07:14:35 pm	40.50199797	-105.077405	6024 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46861">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46861</a>	Driving	Horrible old curb on College for turning East on to Skyway. Many damaged cars for short turns that hit the curb, and many turns by cars very wide almost hitting cars waiting at Westbound Skyway at the stoplight.
Jul 12 21 09:22:39 pm	40.49478752	-105.077346	6605 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46863">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46863</a>	Driving	Living, near by, lv seen BAD accidents on a regular basis here. As more housing goes up in the area, dropping the speed limit could be beneficial. I would not want to be a pedestrian here either, drivers are always highly anxious to make thier light.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Jul 13 21 05:21:04 am	40.54541177	-105.0204836	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46864">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46864</a>	Walking	pedestrians and bikers need a cross walk here connecting the two trails
Jul 13 21 11:06:41 am	40.50727356	-105.0025177	4002 Oak Shadow Way, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46869">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46869</a>	Walking	It is impossible to cross over Ziegler safely to access many of desireable trails.Please review a solution to a safe crossing to access the areas. I live in a highly populated area of Rigden Farms and so many have the same concerns
Jul 13 21 11:10:49 am	40.5452436	-105.0203705	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46870">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46870</a>	Walking	I originally didnt locate right. Crossing Ziegler from the Rigden Farm HOA is impossible.It is an accident waiting to happen and keeps many of us from exploring or using the trails across Ziegler because of the DANGER!!!
Jul 13 21 11:18:22 am	40.54556563	-105.0203115	3010 William Neal Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46871">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46871</a>	Walking	A lighted crosswalk or underpass is needed here. You could use the creek underpass to add biking and walking. It is hard to cross anywhere here. Someone is going to get killed. The sidewalk ends on the east side so there is no option but to cross.
Jul 13 21 11:21:34 am	40.55265813	-105.039221	2602 South Timberline Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46872">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46872</a>	Walking	This light is too short in timing to cross Timberline. I am an agile person and have to speedwalk or jog across. A less abled or older person does not have enough time to cross. Extend the timing on the light.
Jul 13 21 06:20:22 pm	40.54554525	-105.0204241	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46875">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46875</a>	Walking	It is unsafe for pedestrians and cyclists to cross Ziegler in this area, even though there is convenient access to trails on either side of the road here. There needs to be some sort of traffic control implemented here.
Jul 13 21 07:23:32 pm	40.53797094	-105.0265503	East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46879">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46879</a>	Walking	Over 20,000 residents with no safe access to the Poudre Trail. People who live in mobile homes matter too. We need safe crossing on Horsetooth. The lack is forcing us to abandon bikes and walking.
Jul 13 21 07:28:51 pm	40.53791182	-105.0302678	3529 Fieldstone Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46880">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46880</a>	Driving	Traffic is routinely 50-65 mph on Horsetooth as cars race east from Timberline to the Ziegler roundabout and also race west from the roundabout to Timberline. Turning into our neighborhood off of Horsetooth is frightening. Turning out of our neighborhood is challenging. This is unsafe for school traffic as well. Traffic calming has been urgently needed on east Horsetooth for years. Police sporadically issue tickets, but that's not a solution. Our section of town is cut off and bracketed on two sides by high speed traffic.
Jul 13 21 07:32:23 pm	40.54914051	-105.0215292	3000 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46881">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46881</a>	Walking	Residents in Rigden Farm, Stone Ridge, English Ranch, Sunstone, Foxstone, E Harmony Mobile homes have no safe access to the Poudre River Trail and Environmental Learning Center. Routine traffic is usually 45-60 mph along this stretch.
Jul 13 21 07:34:22 pm	40.53789552	-105.0201237	3596 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46882">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46882</a>	Driving	Trucks do not slow, stop, look, or yield. Large trucks barrel through regardless of right of way and with no regards to pedestrians.
Jul 13 21 07:36:41 pm	40.53767537	-105.0203598	3596 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46883">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46883</a>	Biking	No safe use of this roundabout by bicycles due to much needed traffic calming. High speeds, failure to yield a common issue, and heavy traffic make this route bike hostile (and pedestrian hostile).
Jul 15 21 06:11:39 am	40.55220016	-105.0294576	2621 Rigden Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46925">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46925</a>	Walking	
Jul 15 21 06:12:48 am	40.55246836	-105.0294992	2602 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46927">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46927</a>	Driving	Left and right turns here dangerous with cars traveling upwards of 45 mph. This is also a walking and biking challenge at this intersection.
Jul 15 21 06:14:25 am	40.54918278	-105.0214656	3000 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46928">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46928</a>	Biking	Either here or on William Neil the neighborhood is in need of a something to safely cross Ziegler to get to ELC and other natural features safely via bike or walking. Thanks!
Jul 15 21 10:21:01 am	40.55224646	-105.0258476	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46961">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-46961</a>	Biking	This intersection connects two very popular bike/walk paths across Ziegler/Drake. It's very hard to cross without a cross-walk as traffic moves pretty quickly. Also, the curb makes it hard to get bikes across.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Jul 15 21 02:44:01 pm	40.55218124	-105.02581	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47042">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47042</a>	Walking	This street intersection is hard to cross and there aren't any safe crosswalks or crossing signals anywhere nearby. This is also a trail intersection. An underpass would be ideal, connecting the trails.
Jul 15 21 02:51:45 pm	40.53788261	-105.0265789	3507 Kingsley Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47044">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47044</a>	Walking	We need a safe way to cross Horsetooth, either at this intersection or the one west (Fieldstone and Caribou). The speed limit is too fast to safely get across either on foot or bike. I don't let my kids cross to the park at English Ranch because crossing here, or worse at the traffic circle at Ziegler/Horsetooth) is too dangerous. Please consider a signal-based crosswalk.
Jul 18 21 11:56:42 am	40.53762848	-105.0187933	3131 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47118">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47118</a>	Biking	This unpaved area is very rough for cycling to the paved trails at Arapahoe Bend. It would be great to have some safe cycling access from all the neighborhoods along Ziegler Rd to the trails at Arapaho Bend.
Jul 28 21 06:44:00 pm	40.61773133	-105.05687	1102 Country Club Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47293">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47293</a>	Driving	Congestion, lack of ways to town, slow speed limit.
Aug 01 21 08:29:28 am	40.52312149	-105.0268722	2690 East Harmony Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47408">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47408</a>	Driving	Protected left turn green light is not lasting long enough to allow adequate amount of vehicles to travel north on to Corbett Dr from E Harmony Rd.
Aug 01 21 08:32:39 am	40.52309703	-105.0202632	4666 Ziegler Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47409">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47409</a>	Driving	Protected left turn green lights are not lasting long enough to allow adequate amount of vehicles to travel west on to E Harmony Rd. from north bound Zeigler Rd.
Aug 01 21 08:33:59 am	40.52310926	-105.0391996	4520 South Timberline Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47410">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47410</a>	Driving	Protected left turn green lights are not lasting long enough to allow adequate amount of vehicles to travel west on to E Harmony Rd. from north bound Timberline Rd.
Aug 01 21 08:36:42 am	40.52310926	-105.0391942	4520 South Timberline Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47411">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47411</a>	Driving	Green lights are not lasting long enough to allow adequate amount of vehicles to travel north on S Timberline Rd.
Aug 01 21 08:41:44 am	40.52309295	-105.020172	3105 East Harmony Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47412">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47412</a>	Driving	Green lights are not lasting long enough to allow adequate amount of vehicles to travel north on Zeigler Rd.
Aug 01 21 09:34:44 am	40.58136691	-105.004921	11 Northwest Frontage Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47413">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47413</a>	Driving	Mulberry east traffic trying to go south on west frontage road has already had deaths. Mulberry west traffic trying to go north on west frontage road is very dangerous because of all the 3 different roads of traffic to look out for and sometimes the cars get backed up on Mulberry.
Aug 01 21 09:37:56 am	40.58123654	-105.004406	3850 East Mulberry Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47414">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47414</a>	Driving	This side of I25 & Mulberry should have a traffic light, the same as the east side of I25 & Mulberry because of the dangerous turns and deaths that have occurred.
Aug 01 21 09:45:34 am	40.59622788	-105.0293827	609 North Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47415">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47415</a>	Driving	Timberline and Vine intersection is usually backed up and needs a traffic light or overpass soon.
Aug 01 21 10:27:56 am	40.57789471	-105.0578839	713 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47416">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47416</a>	Driving	When westbound on Riverside, the sharp angle of turn onto southbound Lemay requires both lanes to turn. Combined with vehicles turning right from Riverside (eastbound) onto Lemay (southbound) on red light cause many near misses here. Need a "no turn on red" sign here or a sensor to flash a "no turn on red" when cars turning left are detected.
Aug 01 21 10:35:12 am	40.59616271	-105.0295115	2600 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47417">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47417</a>	Driving	Timberline at Vine backs up now throughout the day in both directions due in part to the Mosaic development. Increasingly, there are 20 or more cars trying to get through the 4 way stop. This is especially bad during commuting hours. Add a train and you could be sitting in a line of cars for 10-20 minutes or more. Drivers are becoming increasingly aggressive to get through intersection as they don't follow taking turns. A light would help traffic proceed more smoothly. As the northern end of town gets more developed this problem will only worsen.
Aug 01 21 10:42:00 am	40.6114765	-105.0388241	North County Road 11, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47418">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47418</a>	Walking	It would be helpful to have a pedestrian crosswalk just north of Turnberry and Chesapeake drive. I walk and bike from the east side of Turnberry (Storybook neighborhood) to the west side and walk through the country club neighborhood towards Tavelli elementary school (Lemay) and crossing Turnberry has become increasingly dicey as traffic has increased and it's 40 MPH on this stretch.



EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 01 21 01:15:20 pm	40.59717914	-105.0675219	556 Cajetan Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47420">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47420</a>	Walking	No sidewalk for extended stretch of Redwood St.
Aug 01 21 01:16:27 pm	40.59592246	-105.0687951	520 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47421">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47421</a>	Walking	Crosswalk limited on very busy intersection. Biking and pedestrian use can be challenging to navigate with cross traffic -- especially outside of daylight hours. Push-button signage and flashing lights would be ideal.
Aug 01 21 01:16:55 pm	40.59473453	-105.068804	626 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47422">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47422</a>	Walking	No sidewalk
Aug 01 21 01:17:45 pm	40.59169271	-105.0709105	445 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47423">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47423</a>	Walking	No sidewalk
Aug 01 21 01:21:07 pm	40.60333677	-105.0674844	545 Conifer Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47424">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47424</a>	Walking	Crosswalks limited. Vehicle traffic is increasing with new developments in North FC. Having designated pedestrian/bicycle crosswalks would be ideal.
Aug 01 21 01:23:07 pm	40.60328656	-105.0676739	545 Conifer Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47425">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47425</a>	Driving	High number of vehicular accidents at the intersection of Redwood/Conifer. Speeding vehicles on Conifer can be difficult to identify for N/Southbound traffic. Prime location for a roundabout.
Aug 02 21 08:29:21 am	40.53804075	-105.0622959	East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47444">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47444</a>	Biking	The bike lane on Horsetooth between Lemay & Stover (East & West bound) is very narrow — half asphalt, half curb concrete. Consequently, I ride in the asphalt half which puts me less than 3 feet from traffic.
Aug 02 21 08:35:59 am	40.53829428	-105.1058392	1549 West Horsetooth Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47446">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47446</a>	Driving	Speeding and aggressive driving is very common on this stretch. The merge from two lanes to one brings out the worst in people.
Aug 02 21 08:42:49 am	40.53811363	-105.0795829	200 West Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47447">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47447</a>	Driving	The high amount of traffic, non-synchronized traffic lights, and occasional trains make this area a congestion mess sometimes.
Aug 02 21 01:29:32 pm	40.5815584	-105.0860524	521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47465">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47465</a>	Driving	This intersection is terrible for all modes (I will not bike here and seldom drive or walk). Visible is poor, lanes are unclear, people turn left from eastbound Mulberry into westbound traffic.
Aug 02 21 01:30:19 pm	40.58324508	-105.083735	333 Canyon Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47466">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47466</a>	Biking	The diagonal parking along Canyon reduces the visibility for cyclists turning off Magnolia
Aug 02 21 01:32:01 pm	40.59973488	-105.0908214	835 Wood Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47467">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47467</a>	Biking	This connection needs a curb cut, it's too sharp to safely bike up or down, instead cyclists seeking a comfortable connection have to use the driveway of the city facility and the sidewalk. The million-dollar home developer should pay for this.
Aug 02 21 01:33:24 pm	40.57765115	-105.0576854	726 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47468">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47468</a>	Driving	Northbound Lemay should have a restricted left turn - only on green arrow. The sight distance is too short (hard to see southbound traffic on Lemay).
Aug 02 21 01:41:15 pm	40.57477456	-105.1229972	1001 Cypress Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47469">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47469</a>	Biking	The eastbound bike lane disappears between Cypress and Hillcrest for no apparent reason.
Aug 02 21 01:42:18 pm	40.57473381	-105.1192635	1000 Hillcrest Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47470">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47470</a>	Biking	The eastbound bike lane disappears between Cypress and Hillcrest for no apparent reason...

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 02 21 05:39:03 pm	40.58182322	-105.1019955	1501 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47478">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47478</a>	Walking	There is no pedestrian crossing here, and it is a natural way to connect with Sheldon street. Should we do street easy for cars or people?
Aug 02 21 05:39:58 pm	40.57801377	-105.0790358	701 South Mason Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47479">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47479</a>	Biking	It is not ease to tur in to mason street
Aug 02 21 05:40:41 pm	40.58699312	-105.0789338	201 West Mountain Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47480">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47480</a>	Biking	It is dangerous to turn in to mason street
Aug 02 21 05:41:36 pm	40.5881949	-105.0702435	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47481">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47481</a>	Biking	is dangerous to cross willow here
Aug 02 21 05:42:11 pm	40.588753	-105.067277	102 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47482">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47482</a>	Biking	is dangerous to cross to 1st street, cars go to fats in lincoln
Aug 02 21 05:42:45 pm	40.59237445	-105.0673252	300 1st Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47483">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47483</a>	Walking	There is not a pedestrian cross here. cars go to fast in Buckingham
Aug 02 21 05:43:02 pm	40.59261071	-105.069927	445 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47484">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47484</a>	Walking	We need a sidewalk here!
Aug 02 21 05:43:40 pm	40.57449341	-105.1007509	1108 City Park Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47485">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47485</a>	Biking	This is to dangerous to cross
Aug 02 21 05:44:17 pm	40.57419596	-105.1147842	1004 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47486">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47486</a>	Biking	It is very dangerous to cross to King Soopers
Aug 02 21 08:05:34 pm	40.5677822	-105.1339164	1500 South Overland Trail, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47487">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47487</a>	Biking	For our kids biking to school, this intersection is very challenging and sometimes dangerous to maneuver as there is no dedicated bike lane on the west bound lane here on prospect when crossing overland trail
Aug 03 21 08:55:07 pm	40.49480384	-105.0774103	6605 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47531">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47531</a>	Driving	This corridor is dangerous as it is! The city wants to infill this corridor with medium/high density residential units and the streets cannot accommodate the increase in traffic. It's only going to get worse when the Transfer station goes in at the landfill. If this is to be a major artery, please redesign it before you force more cars onto it.
Aug 04 21 12:13:51 pm	40.59479407	-105.0287819	609 North Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47571">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47571</a>	Driving	Serious congestion (currently exacerbated by Shields and LeMay closures). Rush hours are bad. Trains moving back and forth in the yard along Vine make a bad situation worse.
Aug 04 21 02:21:54 pm	40.57488865	-105.1337636	920 South Overland Trail, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47585">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47585</a>	Driving	This intersection is difficult for all road users. It is difficult to get across Overland or to turn left due to traffic volumes. A roundabout would help with flow and safety.
Aug 04 21 02:23:35 pm	40.57502718	-105.1337421	3031 West Elizabeth Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47586">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47586</a>	Walking	This intersection is difficult for all road users. The absence of pedestrian facilities makes it an unsafe crossing for people walking. A protected intersection (with a roundabout) could be a good solution here
Aug 05 21 01:04:30 pm	40.551568	-105.0239211	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47628">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47628</a>	Walking	Crossing here as a walker or bike is dangerous. People are often driving 50 mph through here. Can we add a speed bump raised crosswalk?

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 05 21 01:07:36 pm	40.57825755	-105.0580433	1011 Riverside Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47629">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47629</a>	Biking	Could the bike path be connected between the trail behind albertson's and the poudre trail? Crossing this intersection has become more dangerous.
Aug 05 21 04:26:45 pm	40.5456064	-105.0204295	3010 William Neal Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47634">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47634</a>	Walking	Safe crossing for pedestrian & bikers on Rendezvous Trail across Ziegler
Aug 05 21 04:28:09 pm	40.54511315	-105.0204134	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47635">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47635</a>	Driving	Speed of traffic is a safety concern as this area is becoming more congested with traffic and pedestrian/bicyclists
Aug 05 21 04:31:21 pm	40.55241765	-105.0295866	2621 Rigden Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47636">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47636</a>	Driving	Obstructed Site Distance. Turning vehicles obstruct oncoming traffic, which have resulted in several collisions. High speed of traffic here is an additional concern.
Aug 05 21 04:36:14 pm	40.53777525	-105.020172	3596 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47637">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47637</a>	Driving	Speed mitigation: Drivers enter the roundabout at excessive speeds resulting is multiple accidents. Also extremely dangerous for bikes & pedestrians.
Aug 06 21 03:55:15 pm	40.58187211	-105.1004291	1339 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47689">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47689</a>	Biking	Transitioning from the bike lane to city park or into the neighborhood north of here fairly awkward and dangerous. To go from a bike lane to nothing on a 40mph road is ROUGH.
Aug 06 21 03:56:29 pm	40.58174174	-105.0958425	427 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47690">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47690</a>	Walking	Tiny sidewalks for most of Mulberry and Shields. Pretty dangerous & Inconvenient.
Aug 06 21 03:57:04 pm	40.59233372	-105.0841963	400 North Sherwood Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47691">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47691</a>	Biking	This road comes straight out of City Park. Absolutely should be a bike lane on this. Definitely wide enough.
Aug 06 21 03:57:26 pm	40.58154618	-105.0859666	521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47692">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47692</a>	Driving	I hate this intersection.
Aug 06 21 03:57:53 pm	40.58157877	-105.0862455	611 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47693">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47693</a>	Walking	This intersection is terrible. The angle of Mulberry makes it impossible to see. Roundabout.
Aug 06 21 03:58:05 pm	40.58281323	-105.08425	512 West Magnolia Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47694">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47694</a>	Driving	Roundabout
Aug 06 21 03:58:46 pm	40.5910261	-105.0770134	300 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47695">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47695</a>	Driving	This intersection doesn't work well. The merge is super awkward and could be much better.
Aug 06 21 03:59:51 pm	40.596012	-105.0744331	107 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47696">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47696</a>	Biking	Weirdly, there is very few ADA or bike entrances for this brand new park. The curb basically extends all the way through the whole park and if your on a bike, you have to get off and walk above the curb. ADA, you have to walk to the east side.
Aug 06 21 04:00:27 pm	40.59028063	-105.0769114	272 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47697">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47697</a>	Transit	General comment... Transit is not frequent enough to make it really an option for most people.
Aug 06 21 04:01:39 pm	40.58126506	-105.0390387	2021 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47698">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47698</a>	Biking	Similar to the Laporte bridge crossing, the road narrows and becomes dangerous for no reason. Widen the bridge.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.					
Aug 06 21 04:04:12 pm	40.58755938	-105.0769973	Jax Fish House Fort Collins, 123 N College Ave, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47699">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47699</a>	Driving	Having diagonal parking on both sides is a recipe for disaster. People drive fast through here... People try pulling out of their spots without truly being able to see. Remove the middle area of parking. Make the rest of the parking paid. Parking IS NOT free. People just circle and circle causing more and more congestion and more and more people driving in and out of the middle parking area. Dangerous for everyone involved.
Aug 06 21 04:04:30 pm	40.58749013	-105.0710642	119 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47700">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47700</a>	Walking	Sidewalks!
Aug 06 21 04:05:37 pm	40.58698905	-105.0769061	110 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47701">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47701</a>	Transit	There's already some old streetcar infrastructure on this side of the mountain. Let's bring back the electric street car and get rid of that diagonal parking in the middle of the street.
Aug 06 21 04:07:26 pm	40.55505881	-105.1427221	3501 Dixon Canyon Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47702">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47702</a>	Transit	Transit should be provided to Horsetooth. You could do something similar to the ski towns and allow people to bring coolers, gear, kayaks on the buses and bring you up to Horsetooth... which is a parking NIGHTMARE.
Aug 06 21 04:10:19 pm	40.57758596	-105.0877047	750 Meridian Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47703">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47703</a>	Transit	Put a bus lane on Laurel or plum. Probably doesn't need to be 4 lanes here.
Aug 06 21 04:10:58 pm	40.57634733	-105.0905478	821 West Plum Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47704">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47704</a>	Transit	Bus only lane! Prioritize Buses
Aug 06 21 04:12:05 pm	40.58467507	-105.0878334	224 South Loomis Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47705">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47705</a>	Biking	Already a buffered bike lane... Use the space to now make it protected!
Aug 06 21 04:13:42 pm	40.55243395	-105.0727487	2600 Tulane Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47706">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47706</a>	Biking	The Remington Bikeway has a crossing here that is incredibly awkward. If you are going SB, you have to travel to the EB side of the intersection in order to activate a signal to cross. This is a major N/S bikeway and more attention should be given to this crossing at a fairly major intersection.
Aug 06 21 10:08:22 pm	40.52332156	-105.0391257	2121 East Harmony Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47711">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47711</a>	Biking	Hello, the intersection at Harmony at Timberline would greatly benefit from a bike underpass, which can be connected to the power trail. Harmony is the busiest street in the city, and is intimidating to cross on bike or foot.
Aug 06 21 10:14:07 pm	40.52331667	-105.0391727	4520 South Timberline Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47712">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-47712</a>	Biking	Hello, the intersection at Harmony and Timberline would greatly benefit from a bike underpass connecting to the power trail. Harmony is the busiest street in the city and is intimidating to cross by bike or on foot.
Aug 20 21 08:03:36 am	40.54557379	-105.0204241	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48258">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48258</a>	Walking	This is a very dangerous (and popular) intersection to cross for a typical, fit person, let alone someone who uses a wheelchair. We live near this intersection and our daughter uses a wheelchair, and even if there are no cars in sight (due to the curve in the road) it is not possible to cross the road without the driver (hopefully) slowing down. Even us crossing on foot or bike is scary. There desperately needs to be a signalized crossing point somewhere along this road -- it is 1.9 miles between the pedestrian signal at Drake/Illinois and the roundabout at Drake/Horsetooth, far too long of a stretch in such a populated area with heavily used trails, sidewalks, and bikeways. With so many people and kids crossing it, and so many fast cars, it's a tragedy waiting to happen.
Aug 20 21 08:10:07 am	40.55225054	-105.0259227	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48260">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48260</a>	Walking	A walk/bike path leads right to this intersection, but there is no crosswalk. These two family neighborhoods need to be connected. It is dangerous to cross for a typical, fit person, let alone someone who uses a wheelchair. Our daughter uses a wheelchair, and with no cars in view (due to the curves and hills in the road) was nearly hit by a car speeding around the corner from the south (the speeding car almost took out another car when swerving). There desperately needs to be a signalized crossing point somewhere along this road -- it is 1.9 miles between the pedestrian signal at Drake/Illinois and the roundabout at Drake/Horsetooth, far too long of a stretch in such a populated area with heavily used trails, sidewalks, and bikeways. With so many people and kids crossing it, and so many fast cars, it's a tragedy waiting to happen.
Aug 20 21 08:14:50 am	40.53779156	-105.0265878	3507 Kingsley Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48261">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48261</a>	Walking	This is a difficult (and popular) intersection to cross for a typical, fit person, let alone someone who uses a wheelchair, like our daughter. Even us crossing on foot or bike is difficult and scary. There needs to be a signalized crossing point somewhere along this road -- it is almost a mile between the pedestrian signal at the high school and the roundabout at Drake/Horsetooth, far too long of a stretch between two family neighborhoods with heavily used trails, sidewalks, and bikeways. People want to walk and bike to the shopping and dining district (and library!) along Harmony, and not have to drive 1 mile for safety. Every time I drive down Horsetooth, people (usually kids) are waiting on bikes for a safe gap in traffic to cross.
Aug 23 21 10:45:23 am	40.55661982	-105.0296938	2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48359">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48359</a>	Walking	This is quite a dangerous intersection during mornings/afternoons. When trying to cross Miles House from NE to SW, drivers often don't come to a stop when turning from Miles House onto Nancy Grey NE. When walking across Miles House in either direction, drivers turning off Nancy Grey onto Miles House SE often don't look for pedestrians and I've had to wait halfway across the street for someone that didn't stop to complete their turn. This should be a 4-way stop similar to Midpoint/Sharp Pt.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 23 21 10:53:43 am	40.55223423	-105.0259066	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48360">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48360</a>	Walking	Walking/Biking/Driving issues here. 1. There is no sidewalk entry point along Drake to complete the trail coming from Denver Dr. This makes it very difficult to cross on a bike as you have to hop the curb. 2. With no standardized access point, pedestrians cross Drake at random points so drivers don't know where to expect them. 3. There is no stroller/handicap access ramps along the S side of Drake. 4. Drivers on NW bound Drake often go into the middle turn lane to go around people making a right onto Miles House risking a head-on collision to SE Drake drivers turning left onto Miles House.
Aug 23 21 11:10:29 am	40.55804222	-105.0389636	2101 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48361">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48361</a>	Biking	Drivers turning left from W Nancy Grey to S Timberline don't stop for bikers with a green light crossing Timberline E bound on Nancy Grey. Not sure if it is a visibility issue from the hill or because drivers don't wait for the car in front of them to clear the intersection so they can verify no on-coming bikes are coming or someone is entering the crosswalk. I'd recommend adding a left turn arrow during morning hours as drivers are in a hurry and trying to get across before the light turns red and they have to wait 3 more minutes.
Aug 24 21 08:00:16 am	40.58935184	-105.1202077	2224 Laporte Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48427">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48427</a>	Walking	Pedestrian crosswalk and signal needed at this location. Would be used by bicyclists, too, who would prefer not to merge into the very long left-turn lane on Laporte to get onto Impala.
Aug 24 21 10:56:33 am	40.58908297	-105.1036263	150 North Roosevelt Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48437">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48437</a>	Walking	Lots of schoolchildren cross here instead of at the crosswalk a little east of here. This could be the better location for a crosswalk.
Aug 24 21 03:57:54 pm	40.55255623	-105.1337206	West Drake Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48448">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48448</a>	Biking	unsafe approach in multiple directions. in the southbound direction of overland trail, approaching drake, it should be signed to inform drivers and bikers that oncoming (northbound) traffic does not stop. The northbound traffic, approaching drake, should have a sign to "signal your turn". the westbound traffic on drake, approach the intersection in a variety of ways. the unpredictable nature of each cars approach is going to end badly. some vehicles treat the northbound turn onto Overland trail as a yield. this unexpected pause in traffic flow is not only inefficient, but unpredictable (accident material). those vehicle that make the northbound turn and do not stay in their lane, but immediately cross over the bold green bike lane are going to hit a cyclist. this intersection needs better signage in all directions.
Aug 24 21 04:03:46 pm	40.55252362	-105.1299816	2601 Yorkshire Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48449">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48449</a>	Driving	this intersection should be replaced with a round-about. countless times, I've witnessed multiple vehicles traveling along Drake, stop at the red light, to let one car on Yorkshire through the intersection. if there was a round about, the traffic would flow more freely and multiple cars would not have to stop just to let one car through.
Aug 24 21 04:05:46 pm	40.58189248	-105.1335543	2935 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48450">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48450</a>	Driving	from mulberry the visibility is poor in both directions of overland trail
Aug 24 21 04:08:58 pm	40.5620851	-105.1150471	2024 West Stuart Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48451">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48451</a>	Biking	as a dedicated bikeway, this is an unsafe crossing. there is poor visibility to the southbound traffic on Taft Hill Road (and cars are moving fast). An underpass/overpass or other controlled method to cross would be an improvement for cyclist safety.
Aug 24 21 04:11:05 pm	40.56898025	-105.133785	3032 West Lake Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48452">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48452</a>	Biking	the transition from lake onto overland trail is eroded. the margin to turn from lake onto overland trail puts bikes very close to the vehicle lane.
Aug 26 21 12:56:06 pm	40.54744281	-105.0200272	South County Road 9, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48548">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48548</a>	Walking	We need a crosswalk on Zeigler at William Neal Prkway in order to access the bike and walking path on the east side of Zeigler.
Aug 26 21 01:03:40 pm	40.53775458	-105.0201935	3596 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48551">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48551</a>	Driving	Why isn't there a right turn exit from Horsetooth straight onto the right lane on southbound Zeigler. Right now Horsetooth traffic has to merge with the middle lane traffic exiting the roundabout. The right southbound lane is empty. Forcing this traffic to merge with roundabout traffic in the middle lane is dangerous.
Aug 26 21 03:28:49 pm	40.53798686	-105.0265931	3507 Kingsley Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48555">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48555</a>	Walking	We really need a crosswalk with flashing light here. There is no other way to safely cross Horsetooth except at Zeigler Rd. or Arctic Fox which are way out of the way.
Aug 27 21 09:52:30 am	40.5378894	-105.0432873	1904 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48606">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48606</a>	Biking	Grade-separated crossings (preferably underpasses) along Power Trail would reduce stopping for cars (and cyclists)... reducing commute times and pollution.
Aug 27 21 09:53:02 am	40.55249102	-105.0434053	1955 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48607">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48607</a>	Driving	Grade-separated crossings (preferably underpasses) along Power Trail would reduce stopping for cars (and cyclists)... reducing commute times and pollution.
Aug 27 21 09:54:41 am	40.52303178	-105.0397253	2032 East Harmony Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48608">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48608</a>	Walking	Need to revise this intersection and include some Pork Chop or Dutch Islands (or something!) because we've nearly been killed by drivers turning right (not paying attention/at ridiculous speeds) while we had the Walk Signal right of way.

EXHIBIT A TO RESOLUTION 2023-086

<p>Item 17.</p> <p>Aug 27 21 09:56:43 am</p>	<p>40.50897028</p> <p>-105.0392962</p>	<p>5536 South Timberline Road, Fort Collins, Colorado 80528, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48609">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48609</a></p>	<p>Driving</p>	<p>Maybe a round-about here. There aren't enough lanes for Right, Left, Straight, so you always end up waiting behind someone trying to turn (when you need to go straight) or waiting behind someone going straight at the light (when you need to turn). Plus people love to speed on this part of Timberline, and I don't think the widening is going to help THAT any.</p>
<p>Aug 27 21 09:57:31 am</p>	<p>40.50582153</p> <p>-105.039382</p>	<p>5808 South Timberline Road, Fort Collins, Colorado 80528, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48610">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48610</a></p>	<p>Biking</p>	<p>Need a grade-seperated crossing for pedestrians and "safe routes to school".</p>
<p>Aug 27 21 09:58:50 am</p>	<p>40.49476712</p> <p>-105.040133</p>	<p>1900 East Trilby Road, Fort Collins, Colorado 80528, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48611">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48611</a></p>	<p>Biking</p>	<p>A bike lane here to connect into the Power Trail past the RR tracks would be nice. Plenty of space now (though more car lanes &amp; space under the RR bridge is probably needed)</p>
<p>Aug 27 21 09:59:41 am</p>	<p>40.47989179</p> <p>-105.0392532</p>	<p>South Timberline Road, Fort Collins, Colorado 80528, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48612">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48612</a></p>	<p>Driving</p>	<p>Need a huge roundabout (and/or more turn/lanes) here ASAP. This gets backed up so far, especially 4pm ish.</p>
<p>Aug 27 21 10:01:52 am</p>	<p>40.53809732</p> <p>-105.0803715</p>	<p>3595 Max Guideway, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48613">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48613</a></p>	<p>Transit</p>	<p>Grade-separated crossings along Max would reduce stopping for for the North/South bus route AND for East/West cars... reducing commute times and pollution. It would make Max actually hit those commute times it was sold with! (and then maybe bikes share the underpasses too, which would help everyone)</p>
<p>Aug 27 21 10:02:28 am</p>	<p>40.55259699</p> <p>-105.0799906</p>	<p>228 West Drake Road, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48614">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48614</a></p>	<p>Biking</p>	<p>Grade-separated crossings (preferably underpasses) along Mason Trail would reduce stopping for cars (and cyclists)... reducing commute times and pollution.</p>
<p>Aug 27 21 10:05:09 am</p>	<p>40.52364752</p> <p>-105.0437003</p>	<p>1829 East Harmony Road, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48615">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48615</a></p>	<p>Biking</p>	<p>If the underpass and (Power) Trail connection at Harmony isn't the most important bike project, I don't know what is. This cuts off the ENTIRE SE corridor of Ft Collins (full of money-spending cyclists with plenty of dough to burn) from the rest of the city. There is NO simple/safe route to bike into the rest of Fort Collins.</p>
<p>Aug 27 21 10:08:48 am</p>	<p>40.58047059</p> <p>-105.0617087</p>	<p>835 Riverside Avenue, Fort Collins, Colorado 80524, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48617">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48617</a></p>	<p>Biking</p>	<p>Besides East Mulberry, the ugliest stretch in Fort Collins. This should be a NATURAL selection for a fast, straight bike path for S/E bike &amp; ped commuters into Old Town, and beautified with trees, art, riverfront businesses etc.</p>
<p>Aug 27 21 10:14:32 am</p>	<p>40.54243084</p> <p>-105.0798297</p>	<p>Mcclelland Drive, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48619">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48619</a></p>	<p>Biking</p>	<p>I love grade-seperated crossings more than anyone on earth (see my other comments), yet I hate this one. I NEVER see anyone using it, and maybe that is because it is the Underpass To Nowhere. You can't connect directly into Max/Mason, and it drops you into the Mall in the least "bike friendly" way possible. Why wasn't a bike trail extended from Mason, under College, and safely thru the parking lot, into the mall area, and out the backside onto something low-stress like Stanford, Boltz, Swallow, and Power Trail? Epic fail. The chances of me or anyone else riding a bike to the mall (or really anywhere in midtown) to spend money are exactly zero. This should be our "bike hub" and the rest radiates out from there (like bike spokes!).</p>
<p>Aug 27 21 11:14:30 am</p>	<p>40.61064573</p> <p>-105.0817931</p>	<p>337 West Willox Lane, Fort Collins, Colorado 80524, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48620">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48620</a></p>	<p>Biking</p>	<p>The bike lane is too narrow, all the way to shields and the traffic moves at &gt;50MPH</p>
<p>Aug 27 21 11:17:14 am</p>	<p>40.61052356</p> <p>-105.0778288</p>	<p>134 West Willox Lane, Fort Collins, Colorado 80524, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48621">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48621</a></p>	<p>Biking</p>	<p>cars routinely block both sidewalk and bike lane when leaving McD's parking lot.</p>
<p>Aug 27 21 11:17:20 am</p>	<p>40.61053171</p> <p>-105.0766003</p>	<p>1800 North College Avenue, Fort Collins, Colorado 80524, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48622">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48622</a></p>	<p>Biking</p>	<p>Traffic moves through this intersection, and on all of college to Jefferson at highway speed. The pedestrian walk signs are not respected by traffic either. Please add a physical barrier between bike lane and the traffic on college, all the way to Cherry St.</p>
<p>Aug 27 21 11:18:27 am</p>	<p>40.61055207</p> <p>-105.076493</p>	<p>132 West Willox Lane, Fort Collins, Colorado 80524, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48623">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48623</a></p>	<p>Walking</p>	<p>Dangerous intersection for crossing College. Left-turnng cars often ignore bikes and pedestrians</p>
<p>Aug 27 21 11:19:20 am</p>	<p>40.6091878</p> <p>-105.0765681</p>	<p>1605 North College Avenue, Fort Collins, Colorado 80524, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48624">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48624</a></p>	<p>Biking</p>	<p>Cars often pull into traffic across bike lane without stopping for bikes.</p>
<p>Aug 27 21 11:21:02 am</p>	<p>40.60993306</p> <p>-105.0766486</p>	<p>1657 North College Avenue, Fort Collins, Colorado 80524, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48625">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48625</a></p>	<p>Biking</p>	<p>Each turn in along college is a high risk to bikers. We have been told to ride on the sidewalk to avoid the risk in the bike lane. Cars turn into the drives without regard for bicyclists. Drivers often can't see bicyclists because the are making a right turn and not looking to the left, which is often the direction the bicyclist is coming from. They pull rapidly into traffic. They also turn off of college as bikes are crossing the drives, and don't see the bicyclists.</p>

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 27 21 11:21:57 am	40.60860136	-105.0766057	1603 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48626">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48626</a>	Biking	I have almost been hit at this driveway numbers times. The +55 trailer park folks don't look for bikes when they are turning into and out of the driveway.
Aug 27 21 11:22:39 am	40.60825519	-105.0766647	1513 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48627">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48627</a>	Biking	Another very dangerous blind drive where drivers and bicyclists can not see each other
Aug 27 21 11:23:30 am	40.60759136	-105.0766915	1506 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48628">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48628</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit.
Aug 27 21 11:23:39 am	40.6073185	-105.0767076	1500 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48629">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48629</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:23:49 am	40.60647547	-105.0767183	1415 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48630">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48630</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:05 am	40.60590529	-105.0767291	1311 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48631">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48631</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:11 am	40.60524144	-105.0767022	1307 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48632">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48632</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:23 am	40.60413772	-105.0767183	1235 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48633">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48633</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:32 am	40.60342498	-105.0768042	113 Hickory Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48634">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48634</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:43 am	40.60260226	-105.0766969	1200 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48635">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48635</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:53 am	40.60184877	-105.076713	1113 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48636">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48636</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:24:59 am	40.60105862	-105.0767237	1101 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48637">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48637</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:25:08 am	40.59966971	-105.0766915	942 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48638">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48638</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:25:28 am	40.59778386	-105.0766969	806 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48639">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48639</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit
Aug 27 21 11:25:43 am	40.59648043	-105.0767827	701 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48640">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48640</a>	Biking	Please put a physical barrier up between the bike lane and traffic, and reduce the speed limit

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 27 21 11:27:45 am	40.59256998	-105.0770295	406 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48641">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48641</a>	Biking	I was knocked off of my bike here by a semi truck driver. I crashed, rolled away from the trailer wheels, and other people stopped traffic. The semi driver ran the light at Jefferson and headed for I25. Please put up some physical barriers
Aug 27 21 11:29:39 am	40.6107842	-105.0812352	331 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48642">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48642</a>	Biking	Please make a short trail that connects Willox to Higdon so we can avoid College to get to the park and to the poudre trail
Aug 27 21 11:31:50 am	40.60604784	-105.0788319	122 Hibdon Court, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48643">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48643</a>	Biking	Please make a trial connecting Hibdon to Wilox so we can avoid College
Aug 27 21 11:34:51 am	40.60856878	-105.0766057	1513 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48644">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48644</a>	Biking	Cars cannot see bikes on sidewalk and do not look south to enter College - they routinely do not stop The view is obstructed by the Budget Inn.
Aug 27 21 11:36:35 am	40.61031587	-105.076611	1675 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48645">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48645</a>	Biking	Bus stop causes bikes to veer into traffic on College when a bus is present at the stop.
Aug 27 21 11:40:37 am	40.61065795	-105.0809777	331 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48646">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48646</a>	Biking	There is no bike lane west of approximately this point, and the shoulder is very narrow. Vehicles travel above the posted speed limit, sometimes considerably so.
Aug 27 21 11:43:11 am	40.60661394	-105.076654	1415 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48647">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48647</a>	Biking	Cars regularly enter College from small strip mall with not concern for cyclists.
Aug 27 21 11:44:18 am	40.60722483	-105.0765789	1500 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48648">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48648</a>	Biking	Basically, a barrier is needed to shield bike from cars, much like those on LaPorte near the school or near the university on Laurel.
Aug 27 21 11:46:33 am	40.60960319	-105.0778985	1657 Eaton Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48649">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48649</a>	Biking	There is a major need for a bike trail that connects Willox to Hlckory - Mason is an obvious start although there are issues going through the trailer 55+ trailer community.
Aug 27 21 11:48:49 am	40.60580755	-105.0766969	1311 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48650">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48650</a>	Biking	Traffic from Las Delicias parking lot often is not attentive to bikes. This includes leaving the parking lot or gettin to the parking lot fro College.
Aug 27 21 11:50:46 am	40.61551615	-105.0948715	2224 North Shields Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48651">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48651</a>	Biking	This area has no bike lane and narrow shoulders - a safety issue
Aug 27 21 11:53:25 am	40.5988999	-105.0958157	802 North Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48652">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48652</a>	Biking	Generally narrow shoulders along Shields between Willox to LaPorte traffic circle
Aug 27 21 02:43:06 pm	40.61059687	-105.0778234	134 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48667">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48667</a>	Biking	Cars often block the bike lane here, and often pull in front of bikes.
Aug 27 21 02:46:37 pm	40.60930997	-105.0766969	1605 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48668">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48668</a>	Biking	This spot is a proposed entry & exit to a Dunkin' drive-through. This is already a busy area for car traffic.
Aug 27 21 02:49:47 pm	40.60845882	-105.0774479	Budget Host Inn, 1513 N College Ave, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48669">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48669</a>	Biking	North College (or Willox to Shields) are the only ways to go south from the northwest part of Fort Collins. There are no secondary streets that cut through to use as alternatives. North College is heavily used by fast-moving traffic and lots of trucks! N



EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 27 21 02:52:00 pm	40.61060094	-105.0765038	132 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48670">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48670</a>	Walking	This corner has lots of car crashes already. A proposed Dunkin' drive-through just south of this location will increase the number of U-turns and almost certainly make it even more dangerous.
Aug 27 21 02:52:16 pm	40.61056021	-105.0764608	132 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48671">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48671</a>	Biking	This corner has lots of car crashes already. A proposed Dunkin' drive-through just south of this location will increase the number of U-turns and almost certainly make it even more dangerous.
Aug 27 21 02:52:29 pm	40.61056836	-105.0764394	132 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48672">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48672</a>	Driving	This corner has lots of car crashes already. A proposed Dunkin' drive-through just south of this location will increase the number of U-turns and almost certainly make it even more dangerous.
Aug 27 21 02:55:05 pm	40.61066202	-105.0823027	343 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48675">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48675</a>	Biking	An alternative to biking down College, Willox Lane only has intermittent bike lanes and sidewalks and fast traffic.
Aug 27 21 02:56:45 pm	40.6106661	-105.0824851	343 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48676">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48676</a>	Walking	Willox Lane west of College has only intermittent bike lanes and very few sidewalks along with fast-moving traffic.
Aug 27 21 03:00:18 pm	40.60340461	-105.0821579	319 Hickory Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48677">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48677</a>	Biking	Northwest Fort Collins residents desperately need a safe way to get from our homes to the Hickory Trail. This is especially true for our children.
Aug 27 21 03:04:25 pm	40.60455315	-105.0767559	1294 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48678">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48678</a>	Biking	To minimize exposure to the dangers of North College, bikers are generally forced to ride on the sidewalk on the west side of the street to get from Hibdon to points north. The alternative for those of us who reside in NW Fort Collins is to cross College, ride a short distance, then cross College again. Neither choice is very good or at all safe.
Aug 27 21 03:08:51 pm	40.61241313	-105.0765091	1908 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48679">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48679</a>	Biking	So many children live north of the canal. Having a bike lane along here is progress, but a protected bike lane is needed until a secondary route can be established.
Aug 27 21 03:11:24 pm	40.60627998	-105.0766325	1324 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48681">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48681</a>	Biking	Until a secondary safe route is established for riding, a protected bike lane is needed from Hibdon to all points north. This would also hopefully help as a traffic calming device.
Aug 27 21 03:33:42 pm	40.61047891	-105.0772077	132 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48685">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48685</a>	Biking	the way the bike lane splits from main traffic into the channel around the tree is extremely dangerous - when you merge back into traffic drivers do not see you, or expect you and you're sudden thrust out into a turn lane. have nearly been hit here a few times
Aug 27 21 03:35:14 pm	40.6096765	-105.0766593	1657 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48686">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48686</a>	Walking	this risk is for anyone on the sidewalks - nobody pulling out of any driveway on teh southbound side EVER looks right. they look left, to see what cars are coming, but NEVER right to see if anyone is on the sidewalk. this is an issue along this entire stretch of college
Aug 27 21 03:37:08 pm	40.6020653	-105.0822027	400 Hemlock Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48687">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48687</a>	Biking	the new commercial building here obstructs the view of the trail and road - you can't see if traffic is coming and traffic cannot see if cyclists (or anyone) is on the hickory trail
Aug 27 21 03:38:05 pm	40.59824109	-105.0767562	821 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48688">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48688</a>	Walking	human bean drive-thru line often block the bike land and sidewalk. and nobody ever looks for bikes or pedestrians when entering or exiting
Aug 27 21 03:47:43 pm	40.60158553	-105.0718364	1103 Blue Spruce Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48689">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48689</a>	Biking	this really needs to be a 4 way stop. the way cars park and line along this entire intersection it is hard to see cars coming, and harder for cars to see cylvists
Aug 27 21 03:49:30 pm	40.59576043	-105.0686869	626 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48690">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48690</a>	Biking	drivers have no idea how to interact with cyclists at this crossing - feels like running a gauntlet everyday

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 28 21 04:58:26 pm	40.58697275	-105.0745726	260 East Mountain Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48710">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48710</a>	Biking	The "share the road" signs painted on the pavement are faded all over FoCo, but I am highlighting those on Mountain between Riverside and Howes. These should be repainted so that it is safe to bike in Old Town.
Aug 28 21 05:01:19 pm	40.61043397	-105.076375	1660 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48711">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48711</a>	Biking	cars turning left from Willox to College often do not see bikes crossing College until the last moment - I am surprised that more accidents are not happening. I do know of many close calls. Crossing College on foot is also sometimes a challenge.
Aug 28 21 09:43:31 pm	40.58909004	-105.0740855	302 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48712">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48712</a>	Biking	if you're in the bike lane going southbound on linden heading into old-town the bike lane basically forces you to merge into active traffic. there is no bike lane in the 'old town section of linden. the lane basically shoots you straight into a curb. bike traffic needs to merge with car traffic earlier or there needs to be a way to merge car traffic on the other side of the light
Aug 29 21 05:39:00 pm	40.55254984	-105.0673467	705 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48720">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48720</a>	Biking	bikes must ride in traffic lane - car drivers don't understand what you're doing - unsafe.
Aug 29 21 05:40:13 pm	40.53805247	-105.0664401	617 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48721">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48721</a>	Biking	bike lane here is a joke - way too narrow while car lane is quite wide. unsafe for bikes
Aug 29 21 05:51:53 pm	40.56692879	-105.0391495	1613 South Timberline Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48722">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48722</a>	Biking	hard to get from Spring Creek Trail to Riverbend Ponds trailhead. Sidewalk is fine going north on Timberline, but this intersection is not safe for bikes to make the transition
Aug 29 21 05:54:53 pm	40.61296605	-105.0764787	1910 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48723">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48723</a>	Biking	need protected bike lane or some other way for kids from PVMHP to get to school - Lincoln and Rocky
Aug 29 21 05:56:48 pm	40.56791879	-105.1149273	1558 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48724">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48724</a>	Biking	Taft Hill from Prospect to Mulberry is crazy dangerous for cyclists - first no bike lane (nothing adequate, for sure) and then north of Elizabeth, having to go into the through lane to avoid right turn only and then get back on north of Mulberry.
Aug 29 21 05:58:43 pm	40.53210781	-105.1151204	4002 South Taft Hill Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48725">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48725</a>	Biking	need a safe way for kids in Timber Ridge MHP to get to Webber by bike
Aug 29 21 05:59:41 pm	40.52925766	-105.1107645	1808 Greengate Drive, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48726">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48726</a>	Biking	this bike lane isn't adequate given the curves and speed of traffic
Aug 29 21 06:06:17 pm	40.56106939	-105.1151562	2034 South Taft Hill Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48727">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48727</a>	Driving	it's getting harder and harder to pull from eastbound Stuart onto northbound Taft Hill at this intersection. Is there something that can be done with light timing at Propsect and Drake?
Aug 29 21 06:09:23 pm	40.5457764	-105.0770831	101 East Swallow Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48728">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48728</a>	Biking	Swallow is one of the best E-W bikeways in the city - but getting bikes across College is messy - have to take the lane, cross a bumpy College, stay in the lane until the bike lane appears. Makes Swallow less bike-friendly.
Aug 29 21 06:11:42 pm	40.58295364	-105.0958496	1124 West Magnolia Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48729">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48729</a>	Biking	Magnolia is a great E-W bike route but crossing Shields is tough.
Aug 29 21 06:14:10 pm	40.57051254	-105.0959587	1306 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48730">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48730</a>	Biking	there's usually a space to cross on a bike before the light changes - which means I'll go (LONG wait) and then the light stops the cars and there's no one left waiting to cross
Aug 29 21 06:15:51 pm	40.59622261	-105.0910306	904 West Vine Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48731">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48731</a>	Biking	for those of us coming from the west, this is a better alternative to get on the poudre trail than going north on Shields. But this intersection, especially when the streets/utilities workers get off, is very busy for bikes turning north off Vine

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 29 21 06:16:24 pm	40.5871196	-105.0957227	1046 West Mountain Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48732">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48732</a>	Biking	I've seen bikers running this light a lot.
Aug 29 21 06:19:12 pm	40.56196833	-105.0766647	Spring Park Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48733">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48733</a>	Biking	this section of the Spring Creek Trail is not safe - once you cross eastbound under College, rising up to the sidewalk is narrow with poor visibility. Then that sidewalk to Remington is too narrow - hard even for bikers to pass, much less pedestrians.
Aug 29 21 06:19:57 pm	40.56192208	-105.0754684	1820 Remington Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48734">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48734</a>	Biking	This crossing is tough for bikes - esp for kids - you have traffic coming from 4 directions, and Spring Park Drive has no stop sign.
Aug 29 21 06:23:13 pm	40.58142705	-105.0631857	803 Riverside Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48735">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48735</a>	Biking	for a cyclist trying to get from town to anything NE of Mulberry and Lemay, the bike infrastructure is lacking. If you can get onto the Mulberry bridge, you can use sidewalks and crosswalks. But getting there is tough - residential streets okay south of Riverside, but getting to that corner (Riverside and Mulberry) is tough. Lemay is not good for bikes - esp the section from Elizabeth to Mulberry - need wider bike lane or something.
Aug 29 21 09:00:01 pm	40.61629799	-105.0388348	North County Road 11, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48737">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48737</a>	Walking	Sidewalk ends
Aug 29 21 09:00:59 pm	40.6137977	-105.0416028	1905 Lakeview Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48738">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48738</a>	Biking	Many use this as a bike trail to get to Tavelli but it is not officially maintained by anyone.
Aug 29 21 09:03:06 pm	40.58807268	-105.0296241	2535 International Boulevard, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48739">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48739</a>	Driving	Turning left during peak traffic times is nearly impossible. Also: during inclement weather, both Dry Creek and Timbervine can be completely cut off.
Aug 29 21 09:04:09 pm	40.59357613	-105.0437433	1871 Winamac Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48740">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48740</a>	Driving	Connecting Winamac and/or Mackinac to Link Lane would provide a secondary route into Old Town and alleviate traffic along Timberline + Lincoln.
Aug 29 21 09:06:41 pm	40.602476	-105.0080001	3750 Gardenwall Court, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48741">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48741</a>	Walking	This walking trail doesn't actually exist, but should. (Marked "emergency access only")
Aug 29 21 09:07:20 pm	40.59767795	-105.0083971	3702 Glenloch Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48742">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48742</a>	Walking	This walking trail doesn't actually exist, but should and could easily be connected between the two neighborhoods to allow easier access to Rabbit Brush park.
Aug 29 21 09:08:24 pm	40.60088348	-105.0096095	974 Campfire Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48743">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48743</a>	Walking	Adding a connector trail between these two neighborhoods would allow for easy access from Waterglen to Trailhead Park.
Aug 29 21 09:11:32 pm	40.62025591	-105.0338566	2414 Bar Harbor Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48744">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48744</a>	Biking	The natural area pathway is not paved (but should be) in order to facilitate future connection to Poudre Trail system.
Aug 29 21 09:15:11 pm	40.61633871	-105.055089	2609 Greenmont Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48745">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48745</a>	Walking	In winter, this trail is completely iced over (and is one of the main drop-off points for Tavelli families wanting to avoid the drop-off line at the school).
Aug 29 21 09:15:59 pm	40.61639164	-105.0535548	Belmont Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48746">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48746</a>	Walking	Crosswalk connective points do not actually attach to trail, trail is not maintained, marked, or mowed.
Aug 29 21 09:17:20 pm	40.61633871	-105.0544077	2609 Treemont Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48747">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48747</a>	Walking	Sidewalk not maintained by any official entity, not plowed in winter, not mowed in summer. Volunteer and/or homeowner efforts only.

Item 17.				EXHIBIT A TO RESOLUTION 2023-086	
09:18:15 pm	40.61643644	-105.0573152	2115 North Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48748">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48748</a>	Driving	Tons of conflicting car traffic for school morning drop-off.
Aug 29 21 09:19:41 pm	40.62464111	-105.0198984	Richards Lake Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48749">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48749</a>	Driving	High number of accidents due to high speed + limited visibility.
Aug 29 21 09:23:11 pm	40.61752366	-105.0389153	North County Road 11, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48750">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48750</a>	Driving	Crosswalk pedestal on SW side frequently hit by trucks/semis jumping the curb or cutting the corner.
Aug 29 21 09:25:16 pm	40.61768654	-105.0718528	320 Country Club Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48751">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48751</a>	Walking	Connecting the sidewalk along Terry Lake Road from Country Club Road to College would immediately increase pedestrian and biker safety.
Aug 30 21 06:19:37 am	40.60603969	-105.0767049	100 Hibdon Court, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48752">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48752</a>	Biking	Biking on college ave up here in the "bike lane" on the road is very unsafe, all the way from Willox down to Hickory, where we can use the trail system. I need a safe route for my child to get to/from Lincoln middle school to/from The Revive neighborhood and I would never let him ride inches from 50 mph traffic including 18 wheelers—I can't stand the heavy wind and loud noise from the traffic inches from me—it is nerve wracking, and I especially won't let me child do it. Traffic up here is ridiculous-drivers are reckless toward bikers—routinely intentionally blowing black smoke at us. SO, we take the sidewalk along college ave from Higdon and into our neighborhood beside the car wash/storage place. This sidewalk should absolutely be a 2 way bike lane and marked as such with protection from the traffic like on Vine or Mulberry, with signs at the businesses along this sidewalk cautioning vehicles to yield to bikers/pedestrians—vehicles entering exiting these businesses do not look for pedestrians nor bikers on the sidewalk. Nobody takes the bike lane up here except for the homeless population without helmets and who dart across college everywhere-not just at intersections. For this particular pin, it is difficult to take a left from Higdon onto the sidewalk or even a right onto Higdon from the sidewalk—traffic is very heavy right here- with cars coming going from every direction and cars are always parked along Higdon here making visibility difficult.
Aug 30 21 06:27:11 am	40.60834886	-105.0767478	1513 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48753">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48753</a>	Biking	Biking on college ave up here in the "bike lane" on the road is very unsafe, all the way from Willox down to Hickory, where we can use the trail system. I need a safe route for my child to get to/from Lincoln middle school to/from The Revive neighborhood and I would never let him ride inches from 50 mph traffic including 18 wheelers—I can't stand the heavy wind and loud noise from the traffic inches from me—it is nerve wracking, and I especially won't let me child do it. Traffic up here is ridiculous-drivers are reckless toward bikers—routinely intentionally blowing black smoke at us. SO, we take the sidewalk along college ave from Higdon and into our neighborhood beside the car wash/storage place. This sidewalk should absolutely be a 2 way bike lane and marked as such with protection from the traffic like on Vine or Mulberry, with signs at the businesses along this sidewalk cautioning vehicles to yield to bikers/pedestrians—vehicles entering exiting these businesses do not look for pedestrians nor bikers on the sidewalk. Nobody takes the bike lane up here except for the homeless population without helmets and who dart across college everywhere-not just at intersections. For this particular pin, there is no visibility at all around this motel building, and even beyond this motel, traffic turning into the mobile home park does not look for bicyclists nor pedestrians-they are only yielding to oncoming southbound traffic on college and are not paying attention to the sidewalk traffic.
Aug 30 21 06:30:30 am	40.60932219	-105.077472	1705 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48754">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48754</a>	Biking	Biking on college ave up here in the "bike lane" on the road is very unsafe, all the way from Willox down to Hickory, where we can use the trail system. I need a safe route for my child to get to/from Lincoln middle school to/from The Revive neighborhood and I would never let him ride inches from 50 mph traffic including 18 wheelers—I can't stand the heavy wind and loud noise from the traffic inches from me—it is nerve wracking, and I especially won't let me child do it. Traffic up here is ridiculous-drivers are reckless toward bikers—routinely intentionally blowing black smoke at us. SO, we take the sidewalk along college ave from Higdon and into our neighborhood beside the car wash/storage place. This sidewalk should absolutely be a 2 way bike lane and marked as such with protection from the traffic like on Vine or Mulberry, with signs at the businesses along this sidewalk cautioning vehicles to yield to bikers/pedestrians—vehicles entering exiting these businesses do not look for pedestrians nor bikers on the sidewalk. Nobody takes the bike lane up here except for the homeless population without helmets and who dart across college everywhere-not just at intersections. For this particular pin, there is no visibility around this storage building when biking especially into our neighborhood.
Aug 30 21 08:54:36 am	40.61066202	-105.0904727	719 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48765">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48765</a>	Biking	Bike lane does not exist. It is only a shoulder to this two lane road and cars/trucks speed by and often brushing back bikers. The shoulder is rarely cleaned of dirt, sand and glass making it unsafe to bike. Plus, being unmarked or wide enough for bike lane, it is better to ride in the lane!! This upsets motorist.
Aug 30 21 09:06:42 am	40.60944029	-105.0765038	1654 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48776">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48776</a>	Biking	North College Ave is dangerous in the bike lane due to traffic speed and semi-trucks, driveways, crossings, the unhouses with sturt and shopping carts (this will become worse if the sneiter is built west of College), distracted drivers texting. Blue Spruce is an alternative, but is ten times the problem with the unhouses littering the road, bike lane, and their encampments. It feels unsafe and I am embarrassed to ride bikes with my out of town guests leaving them with the image.
Aug 30 21 09:12:15 am	40.59606495	-105.0439739	1924 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48785">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48785</a>	Biking	Need dedicated off road bike lane to carry bike traffic east and west from College out to the Mosaic subdivision. Traffic on Vine moves fast and dangerously close to bikers.
Aug 30 21 09:14:34 am	40.58403952	-105.0444031	1808 East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48788">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48788</a>	Biking	I use this road as alternative to move east/west, but the lane is so narrow and dangerous for bikers! Thank you for opportunity to comment.
Aug 30 21	40.60486268	-105.0715256	1306 Blue Spruce Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48794">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48794</a>	Walking	Blue Spruce is littered with the possessions of the unhouses. It's dirty, feels unsafe, and an embarrassment. The solution of a large shelter west of college will only bring more of this to all of the North College corridor. This area is culturally diverse and an asset to our community and should not be the dumping pit of a larger community problem.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 30 21 10:12:02 am	40.55284155	-105.1339245	2555 South Overland Trail, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48796">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48796</a>	Biking	I was struck by a car while in the bike lane. Driver turned into the bike lane. Broke my scapula in three places.
Aug 30 21 10:26:58 am	40.60982808	-105.0766182	1657 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48797">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48797</a>	Walking	
Aug 30 21 10:26:58 am	40.60982808	-105.0766182	1657 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48798">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48798</a>	Walking	
Aug 30 21 10:30:44 am	40.61079307	-105.0846863	505 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48799">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48799</a>	Biking	There are no sidewalks or bike lanes on Willox from N. College to Shields but this serves a large population, including school children.
Aug 30 21 10:30:44 am	40.61079307	-105.0846863	505 West Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48800">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48800</a>	Biking	There are no sidewalks or bike lanes on Willox from N. College to Shields but this serves a large population, including school children.
Aug 30 21 04:21:56 pm	40.54554525	-105.0204134	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48812">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48812</a>	Walking	Very unsafe for walking. Cars speed by and difficult to get across without feeling like we will get hit.
Aug 30 21 04:23:58 pm	40.53782009	-105.0265503	East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48813">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48813</a>	Walking	Difficult to cross. Restricts access to shopping area.
Aug 30 21 06:26:07 pm	40.54711463	-105.0207031	3000 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48816">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48816</a>	Walking	I am a walker and runner that crosses Ziegler frequently, usually with a double stroller. I am almost always having to sprint across after waiting some time for an opening. I think this would be a great location for an underpass to connect the Rigden farm sidewalk/bike trail to the trail on the East side of Ziegler that takes you to the ELC. A crosswalk would also work here but an underpass maybe less of a nuisance for drivers. Ziegler is quite a busy road.
Aug 30 21 06:33:45 pm	40.5522811	-105.0258797	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48817">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48817</a>	Walking	As a biker, walker and runner, I find it very difficult to cross here. I am usually with a double stroller or bike and have to push off the curb before crossing. It is very nerve wracking to cross, not only, busy Ziegler but the traffic from Miles House is a challenge. If there was a cross walk here and a ramp onto the Road, this would be a much safer intersection.
Aug 31 21 08:46:11 am	40.564245	-105.029726	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48857">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48857</a>	Driving	A south-bound driver accelerated to run me down this morning while crossing the street to get back to the Poudre Trail after dropping my child off at school. Why is this not a school zone? There are no signs, no crosswalks, no speed bumps, and not even any road markings at all (double yellow line, white strips, etc). This is especially needed now that the city opened the Sharp Pt/Nancy Grey cut-through.
Aug 31 21 08:48:24 am	40.56322211	-105.032022	2500 Midpoint Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48860">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48860</a>	Driving	School-zone signs? Fines should be doubled for speeding here during school hours.
Aug 31 21 09:01:11 am	40.54557185	-105.02038	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48867">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48867</a>	Biking	We seriously need a crosswalk with a blinking signal here. Too dangerous to cross over to the bike path without a crosswalk. Traffic will just keep getting worse.
Aug 31 21 09:06:13 am	40.57815638	-105.0862402	524 West Laurel Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48868">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48868</a>	Walking	Crosswalk here would be so helpful!
Aug 31 21 09:08:58 am	40.5307411	-105.0433866	4136 Sumter Square, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48869">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48869</a>	Biking	It would be great if we could have an underpass to get across the railroad tracks here plus pave the section from the Power Trail to Caribou Drive. Right now it's a dirt path where you have to carry your bike over the tracks.
Aug 31 21 09:15:40 am	40.5306708	-105.0202342	4109 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48870">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48870</a>	Walking	This would be a great place for a crosswalk with signal so that people walking and on bikes can safely get across.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Aug 31 21 09:22:36 am	40.55175938	-105.0240988	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48872">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48872</a>	Biking	Tons of fast traffic with children, families, walkers and riders trying to cross. Seems like everyday someone just about doesn't makes it across. Very popular area and no cross walk, light, pedestrian crossing, caution, child at play... no safety. Terribly frightening trying to cross.
Aug 31 21 09:25:58 am	40.5669998	-105.0297046	1601 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48876">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48876</a>	Driving	Now that Sharp Point and Nancy Grey connect, no stop light for drivers turning left from Sharp Point onto west Prospect? Problems include: 1. Drivers frequently leave the westbound Prospect "must turn lane" late which is confusing for drivers attempting to make the turn, 2. rush hour traffic leaves unpredictable gaps encouraging risk-taking, 3. the Poudre bridge blocks eastern views from Sharp Point. 4. The entrance to the property on the SE corner onto Prospect is an additional, unnecessary hazard here and should enter Sharp Point instead.
Aug 31 21 09:32:04 am	40.55487132	-105.0274998	2482 Miles House Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48881">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48881</a>	Driving	Needs continual speed enforcement now that apartments are finished and Sharp Point cut-through exists. People, especially motorcyclers, use this road like a racetrack.
Aug 31 21 09:41:42 am	40.56396789	-105.0296992	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48890">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48890</a>	Biking	We frequently have students bike to school in the morning as well in the afternoon. Because Nancy Gray is open there is more traffic on sharp point drive. We are worried about our younger students crossing sharp point drive.
Aug 31 21 09:45:19 am	40.54550856	-105.0203866	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48899">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48899</a>	Walking	Another dangerous place along Ziegler/Drake to try to cross between the neighborhood and biking/walking trail.
Aug 31 21 09:52:25 am	40.55267036	-105.0388348	2602 South Timberline Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48909">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48909</a>	Driving	Westbound Drake light is WAY too short in the mornings. Only 3-4 cars get to cross? Seriously?
Aug 31 21 10:05:32 am	40.58051948	-105.0665474	531 Stover Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48912">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48912</a>	Driving	Rarely are drivers adhering to the speed limit on our street. With a 2-way stop at the corner, horns blare everyday at people who miss the stop sign or mistakenly think it's a 4-way stop.
Aug 31 21 10:30:23 am	40.54850463	-105.0186539	3000 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48913">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48913</a>	Biking	Ziegler Road from Percheron to William Neal is almost impossible to turn into Rigden Farm or onto Ziegler at almost any time now due to crowding. More residences are planned to be built.
Aug 31 21 02:38:16 pm	40.54320538	-105.0393713	2067 Vermont Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48963">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48963</a>	Biking	It seems like there should be an underpass here to connect cyclists into Power Trail at the Eastbrook Connection and to provide Safe Route To School. (Ideally, some sort of trail would then lead East past FCHS/Stewart Case and into the Ridgen Reservoir / ELC Poudre Trail Connection
Aug 31 21 02:40:16 pm	40.54475443	-105.0105429	3000 Denver Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48964">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48964</a>	Biking	Not sure if this is the format for this, but why doesn't the pavement go all the way around Rigden Reservoir? Or, at least offer some sort of bulbed-turn-around pavement area at each "where the sidewalk ends" side of this path
Aug 31 21 02:41:42 pm	40.50928433	-105.0337011	East County Road 36, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48965">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48965</a>	Walking	There are no sidewalks on either side of Kechter heading west into this intersection at Timberline/Willow Springs/Kechter.
Aug 31 21 02:42:32 pm	40.50894989	-105.0337064	5602 Kadenwood Drive, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48966">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48966</a>	Walking	There are no sidewalks on either side of Timberline heading South toward Trilby leaving this intersection at Timberline/Willow Springs/Kechter.
Aug 31 21 06:58:28 pm	40.55228667	-105.0258609	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48974">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48974</a>	Walking	Very dangerous intersection for pedestrians without a pedestrian signal. A signal is warranted here even before considering the planned park on Miles house.
Aug 31 21 07:06:06 pm	40.53054892	-105.1149888	4101 South Taft Hill Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48975">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48975</a>	Biking	When going north on Taft Hill road and turning left onto Harmony Rd/CR 38E, the light does not always change for bicyclists. Better detection needed.
Aug 31 21 07:08:22 pm	40.57144146	-105.1151383	2101 Clearview Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48976">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-48976</a>	Biking	Bicycle light does not change fast enough. I know it's based on traffic patterns, but if we want to incentivize people to bike rather than drive, then bikeways need to take priority.

EXHIBIT A TO RESOLUTION 2023-086

<p>Item 17. Aug 31 21 07:09:05 pm</p>	<p>40.57044313</p>	<p>-105.0959766</p>	<p>1306 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48977">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48977</a></p>	<p>Biking</p>	<p>Bicycle light does not change fast enough. I know it's based on traffic patterns, but if we want to incentivize people to bike rather than drive, then bikeways need to take priority.</p>
<p>Aug 31 21 07:09:50 pm</p>	<p>40.57023124</p>	<p>-105.0580072</p>	<p>1100 Lory Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48978">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48978</a></p>	<p>Biking</p>	<p>Bicycle light does not change fast enough. I know it's based on traffic patterns, but if we want to incentivize people to bike rather than drive, then bikeways need to take priority.</p>
<p>Aug 31 21 07:10:48 pm</p>	<p>40.57173513</p>	<p>-105.0460317</p>	<p>1652 East Pitkin Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48979">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48979</a></p>	<p>Biking</p>	<p>Bikeway ends at a road with no bike lane. Side walks or dangerous traffic crossing required.</p>
<p>Aug 31 21 07:11:25 pm</p>	<p>40.55228518</p>	<p>-105.0258583</p>	<p>East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48980">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48980</a></p>	<p>Biking</p>	<p>This inspection is right at a trail end from rigden, with trails on the other side and no ramps to cross. When heading south you pray you can pull your kids bikes and yours up the curb before a car takes you out. With the future park planned, liberty common school and access to all the trails including ELC from this point this needs to be addressed, even before further down Zeigler William Neal. That intersection only has neighborhoods on one side and does not have neighborhood trails across from each other.</p>
<p>Sep 01 21 08:53:38 am</p>	<p>40.56611143</p>	<p>-105.0110149</p>	<p>3537 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48988">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48988</a></p>	<p>Driving</p>	<p>Heavy congestion and difficult access from Summit view on to Prospect. Large backups on Prospect.</p>
<p>Sep 01 21 09:35:07 am</p>	<p>40.55692549</p>	<p>-105.029372</p>	<p>2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48993">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-48993</a></p>	<p>Driving</p>	<p>The city put in this crossing and now the majority of traffic through our once-quiet neighborhood is commercial traffic, semis, and liberty common parents. Some days there are over 100 loud commercial trucks that use our road as a cut through. No one drives the speed limit and the city will not put radar cameras there and ignore my emails.</p>
<p>Sep 01 21 01:39:51 pm</p>	<p>40.587152</p>	<p>-105.0780594</p>	<p>136 West Mountain Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49005">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49005</a></p>	<p>Walking</p>	<p>Sidewalk too narrow and often blocked by Snooze tables, patrons and workers.</p>
<p>Sep 01 21 05:20:16 pm</p>	<p>40.49213175</p>	<p>-105.0768471</p>	<p>6740 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49030">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49030</a></p>	<p>Driving</p>	<p>Congestion at the intersection of Trilby and College needs attention. This has been the site of several wrecks and the light backs up east to west.</p>
<p>Sep 01 21 05:21:58 pm</p>	<p>40.49187065</p>	<p>-105.0946999</p>	<p>1039 West Trilby Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49031">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49031</a></p>	<p>Driving</p>	<p>Traffic congestion and multiple accidents at this intersection.</p>
<p>Sep 01 21 05:23:03 pm</p>	<p>40.49413889</p>	<p>-105.0961804</p>	<p>6609 South Shields Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49032">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49032</a></p>	<p>Transit</p>	<p>No transit available for this area.</p>
<p>Sep 01 21 09:40:48 pm</p>	<p>40.56707595</p>	<p>-105.0523599</p>	<p>1337 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49058">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49058</a></p>	<p>Driving</p>	<p>People consistently exceed the speed limit through here- by 10 mph or more. It's only going to get worse with new construction east of the freeway and down by Ziegler and Horsetooth! I twice asked the traffic dept. to place one of those electronic monitoring signs ie" your speed is" somewhere in here- to at least get people's attention. But I was dismissed and told that it only works on two lane roads. Wrong!!! I've seen these in use on several 4 lane roads and even freeways. It might only register drivers in the right lane, but that would at least get folks' attention. The school crossing lights for this intersection are ignored regularly and could be upgraded to something brighter- without trees obscuring them. There should be police or traffic cop presence in this specific area from 3:00 to 5:30 sporadically to get a handle on this. Sure the crossing light helps, but some drivers are too impatient to wait for you to walk across, wanting to turn out onto Prospect.</p>
<p>Sep 01 21 09:49:20 pm</p>	<p>40.5519856</p>	<p>-105.0579965</p>	<p>2601 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49059">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49059</a></p>	<p>Biking</p>	<p>There needs to be a bike crossing button where you can reach it easily- to get from east side over to Sprouts shopping area. How can this intersection be improved for cyclists trying to do errands without a car?</p>
<p>Sep 02 21 11:23:53 am</p>	<p>40.59606495</p>	<p>-105.0735319</p>	<p>209 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49081">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49081</a></p>	<p>Biking</p>	<p>Dangerous intersection for cyclists and pedestrians. One cyclist death at this intersection.</p>
<p>Sep 02 21 11:41:08 am</p>	<p>40.59603064</p>	<p>-105.0735282</p>	<p>209 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49082">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49082</a></p>	<p>Walking</p>	<p>Line of sight issues and grading issue in the street at this intersection causes constant water pooling. Gravel and debris continually covering the bike lane and this intersection in general. Dangerous intersection for the 520+ new residents who live in Old Town North.</p>
<p>Sep 02 21 11:42:27 am</p>	<p>40.59607379</p>	<p>-105.0737439</p>	<p>207 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49083">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49083</a></p>	<p>Biking</p>	<p>Hazardous road conditions for cyclists. One death occurred here in 2021.</p>

Sep 02 21 12:02:58 pm	40.59620733	-105.0734863	750 Jerome Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49084">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49084</a>	Walking	Walking issue. No crosswalk to park with cars travelling fast
Sep 02 21 12:03:42 pm	40.5961866	-105.0734648	750 Jerome Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49085">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49085</a>	Biking	Dangerous intersection with biker killed.
Sep 03 21 06:27:07 am	40.54559824	-105.0204563	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49100">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49100</a>	Walking	We need a safe place for pedestrians to cross Ziegler road in order to access the Environmental Learning Center and Poudre Trail.
Sep 03 21 06:28:09 am	40.55165137	-105.0240129	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49101">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49101</a>	Walking	We need a safe place for pedestrians to cross Ziegler road in order to access the Environmental Learning Center and Poudre Trail.
Sep 03 21 06:38:39 am	40.53777933	-105.019244	3131 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49102">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49102</a>	Walking	We need a safe way for pedestrians and bicyclists to access Arapahoe Bend and the Rigden Reservoir trail.
Sep 03 21 12:51:04 pm	40.5229204	-105.0484016	Bank of Colorado, 1609 E Harmony Rd, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49115">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49115</a>	Biking	Frequent bike crossings due to schools and Powerline Trail. The South East curb is very tight and difficult to manage with several bikes. The ramp to access the sidewalks is narrow and difficult for young children who are already nervous about crossing a large street like Harmony and adults as well.
Sep 03 21 12:55:10 pm	40.55230341	-105.025927	2598 Miles House Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49116">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49116</a>	Driving	The sidewalk closed sign blocks traffic view coming from the East. It is an extremely difficult intersection for those trying to leave the neighborhood. Fast speed, low visibility, and high traffic. A traffic light or round about would be VERY beneficial.
Sep 03 21 05:17:13 pm	40.56336067	-105.028975	1825 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49119">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49119</a>	Walking	Would be great to have better cross walk from bike path
Sep 03 21 05:19:26 pm	40.56409917	-105.0298021	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49120">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49120</a>	Walking	School kids are in danger here as cars drive too fast on Sharp Point drive. We need a pedestrian crossing and school zone speed limit flashing signs PLEASE!!!!!!
Sep 03 21 05:20:32 pm	40.55218124	-105.0258636	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49121">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49121</a>	Biking	Need a cross walk here for pedestrians and bikes. Should probably have traffic light here and speed should be 35 max, not 45.
Sep 03 21 05:28:55 pm	40.56399409	-105.0296992	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49122">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49122</a>	Walking	Students need to be able to cross the street safely.
Sep 03 21 05:31:09 pm	40.55251547	-105.0391889	2602 South Timberline Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49123">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49123</a>	Driving	Very difficult for east bound traffic to turn north onto timberline. There's not enough time to make it through the light before it turns red (sometimes even when you're the first car in line!)
Sep 03 21 05:43:14 pm	40.56383748	-105.0296295	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49133">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49133</a>	Walking	This road has HEAVY traffic during school times and many students crossing the street. We need flashing crosswalks and school zone signs installed immediately in order to slow traffic and ensure student safety!
Sep 03 21 05:45:00 pm	40.56358481	-105.0294578	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49134">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49134</a>	Driving	HEAVY traffic in school zone. We need flashing crosswalks and school zone speed limit signs.



EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Sep 03 21 06:13:26 pm	40.56358119	-105.02949	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49135">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49135</a>	Biking	Several issues are concerning to me in this area as a parent of Liberty Common Elementary School students. My family lives in the Bucking Horse neighborhood and my students would love to ride their bikes to school to develop some independence. However, as a parent who regularly drives this area at high traffic times during pickup and drop off, I am currently not allowing my children to do this. I am extremely fearful of them being hit by a car while trying to cross Sharp Point from the walking/bike path and onto school property. The traffic congestion during these time periods is immense with cars moving from seemingly every direction at once. Parents are parking on the roadside to walk their kids into school, car line drop off is taking place with parents lined up on both sides of the street waiting to enter the school lot. And then add to it non-school related traffic trying to get around all of this to their destination. There is no crosswalk currently and no school zone sign mandating a lower speed which is unacceptable to me given that most, if not every other school in Fort Collins has an electronic school zone sign in areas where children are having to cross a road to get home or into their parent's vehicle. A crosswalk and electronic school zone sign is absolutely needed in this area to ensure the safety of the children who must cross Sharp Point in order to go to/leave to school.
Sep 03 21 06:18:54 pm	40.56357983	-105.0294632	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49136">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49136</a>	Driving	The area on Sharp Point Dr. near Liberty Common Elementary School is in need of a cross-walk and electronic speed zone sign given that high speed is a problem I have noticed in this area. Many vehicles utilize this road as a cut through to Nancy Gray or to access businesses that are located in the vicinity. There is currently no indication that they are having to pass by an active school in their process. Children and parents are regularly crossing from one side of Sharp Point to the other in order to get onto school property. Their is much vehicle and pedestrian congestion during the times of pickup and drop off. In order to prevent a tragic situation from occurring as has happened all too recently in a school area, I strongly believe that the city must install electronic school zone signs and a designated cross walk to ensure pedestrian safety.
Sep 03 21 06:27:57 pm	40.55659446	-105.0296509	2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49137">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49137</a>	Driving	Since the Nancy Gray / Sharp Point Connection was made, the traffic in this area has increased. But the more concerning issue is the speed with which most of the vehicles drive here given that the roadway is straight from the Sharp Point / Mid Point 4 way stop all the way across the RR track to the intersection of Miles House and Nancy Gray. My home is at this intersection and I am constantly witness to drivers not adhering to the 25 mph speed limit. In fact, I would say that many are traveling closer to 35 mph or above. It is my sincere hope that the city will consider installing a 4-way stop at the intersection of Miles House and Nancy Gray so as to slow down the excessive speed of traffic in this area and ensure the safety of the numerous walkers and bikers that frequent this area in order to access the Poudre Trail and other Bucking Horse community pathways.
Sep 03 21 06:47:39 pm	40.56410644	-105.0297153	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49142">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49142</a>	Walking	My student goes to school here. The increased traffic makes it unsafe for students. This should be a school zone for our start/let out times.
Sep 03 21 06:56:07 pm	40.5669892	-105.0296941	1601 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49146">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49146</a>	Driving	This should either be a light or no left turn allowed off of sharp point onto prospect. Dangerous blind intersection. This should be a school zone for liberty common school during beginning/end of day people are going very fast on prospect road.
Sep 03 21 07:00:55 pm	40.56628544	-105.0041202	East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49147">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49147</a>	Driving	Heavy traffic backs up on prospect both directions. Especially the westbound going three lanes to one lane from the bridge.
Sep 03 21 07:57:27 pm	40.56358685	-105.0294605	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49148">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49148</a>	Driving	Heavy traffic a long sharp point drive during school drop off and pick up. This should be marked as a school zone for the safety of the kids/adults who frequently cross this street. Also, more clear signage that people shouldn't park on the west side of Sharp point drive just north of the school during school pickup times. The road isn't wide enough to accommodate people parking there, the drive-thru line forming, and two-way traffic during school pickup. There is some signage, but not enough to make it clear. People are regularly parking there.
Sep 03 21 10:00:44 pm	40.54556156	-105.0203544	3010 William Neal Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49152">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49152</a>	Biking	Need a safe crosswalk for young bikers traveling to Liberty Common school from this neighborhood and for general recreation over to the ELC.
Sep 03 21 10:01:54 pm	40.55168805	-105.0238466	3096 Environmental Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49153">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49153</a>	Walking	Need a safe crosswalk for runners and bikers especially with children crossing for the ELC, school and bike paths. Incredibly dangerous and cars driving above speed limit.
Sep 03 21 10:06:21 pm	40.55227499	-105.02581	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49154">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49154</a>	Biking	Add a crosswalk anywhere along this Drake/Ziegler corridor that has access to the bike paths to ELC, Miles House, Liberty Common connect the two neighborhoods. It is a popular path and very dangerous crosswalk. It's not feasible to have to hoof it all the way up the hill to safely cross near drake at a crosswalk with small kiddos. Please put something safe in to make this more accessible.
Sep 03 21 10:10:42 pm	40.56403309	-105.0296617	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49155">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49155</a>	Biking	Young elementary students need to be able to safely cross the street either walking or biking. This needs to be a designated School Zone, lower speed limits - the blind curve and high speeds from cars and large trucks is extremely dangerous crossing with your child to get them to school. We need speed bumps, pedestrian crosswalk, lowered speeds with flashing lights during designated school release times.
Sep 03 21 11:03:43 pm	40.55235447	-105.0261185	2608 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49156">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49156</a>	Walking	It's a very busy area during school drop off and pick up hours and it's impossible for pedestrians to safely cross the street here. This needs a crosswalk with flashlights like next to king soopers.
Sep 03 21 11:06:07 pm	40.55668299	-105.0297341	2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49157">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49157</a>	Driving	I agree with other comments that this intersection needs a four way stop and a pedestrian crossing.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Sep 03 21 11:08:01 pm	40.56335863	-105.0289455	1825 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49158">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49158</a>	Walking	This are needs a crosswalk with flashlights for everyone to safely cross and for drivers to notice pedestrians easier. Needs to be located away from the curve so it's visible.
Sep 04 21 06:48:00 am	40.56362149	-105.0294793	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49161">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49161</a>	Walking	School zone designation would be helpful here. Crossing the street to ride bikes to or from school is precarious with the lack of cross walks. The traffic congestion on Sharp Point Dr during Liberty Common's pick up and drop off time really necessitates speed zone and signage at the the least.
Sep 04 21 09:59:20 am	40.56410644	-105.029718	1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49165">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49165</a>	Walking	Our kids need a safe way to cross the street. It would be helpful to have flashing lights and markings for school zone so drivers slow down.
Sep 04 21 10:12:58 am	40.59607717	-105.0735265	209 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49167">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49167</a>	Biking	This is a dangerous intersection for cyclists and pedestrians. Cars are traveling quite fast and not expecting pedestrians. There should be a stoplight, stop sign, or pedestrian beacon to warn drivers of frequent pedestrian crossings. This is one of the best ways to access the Whitewater Park and the Poudre Trail system from the north so it is heavily used. In addition, the trucking business located here throws gravel into the road constantly, causing dangerous conditions for cyclists. Water-filled low points in the bike lane force cyclists into the driving lane.
Sep 04 21 10:23:08 am	40.59981473	-105.0719119	302 Suniga Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49168">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49168</a>	Biking	Extensive housing on both sides of Suniga means lots of cyclists and pedestrians desire to cross here, especially in order to reach the Poudre Trail and downtown. However the crossing distance is very long and traffic speed is high. There's no stoplight or stop sign. These factors deter pedestrians from crossing. Previously I would bike from Old Town North to King Soopers, but now that Suniga is built, I don't feel safe doing so. There needs to be a safe way to cross Suniga on Blondel or Jerome.
Sep 04 21 10:23:45 am	40.59984511	-105.0742698	Suniga Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49169">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49169</a>	Biking	Extensive housing on both sides of Suniga means lots of cyclists and pedestrians desire to cross here, especially in order to reach the Poudre Trail and downtown. However the crossing distance is very long and traffic speed is high. There's no stoplight or stop sign. These factors deter pedestrians from crossing. Previously I would bike from Old Town North to King Soopers, but now that Suniga is built, I don't feel safe doing so. There needs to be a safe way to cross Suniga on Blondel or Jerome.
Sep 04 21 10:52:46 am	40.59467595	-105.0687844	626 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49170">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49170</a>	Walking	This is less than a mile from downtown and frequently used by pedestrians. North of Vine there is no sidewalk on the east side. Here there is no sidewalk on the west side. Farther south there is no sidewalk on the east side. This forces pedestrians to cross Linden multiple times.
Sep 04 21 10:54:38 am	40.59257198	-105.0698946	445 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49171">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49171</a>	Walking	This is less than a mile from downtown and frequently used by pedestrians. North of Vine there is no sidewalk on the east side. Next to Catholic Charities there is no sidewalk on the west side. Here there is no sidewalk on the east side. This forces pedestrians to cross Linden multiple times.
Sep 04 21 10:56:15 am	40.59716473	-105.0675023	Redwood Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49172">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49172</a>	Walking	This is less than a mile from downtown and frequently used by pedestrians. Here there is no sidewalk on the east side. Next to Catholic Charities there is no sidewalk on the west side. South of Buckingham St there is no sidewalk on the east side. This forces pedestrians to cross Linden multiple times.
Sep 04 21 11:05:07 am	40.60326118	-105.0675529	1197 Redwood Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49173">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49173</a>	Biking	Limited visibility due to curves in the road and high speed on Conifer makes this a dangerous intersection for cyclists and pedestrians. Please make this a 4-way stop or put in a stoplight.
Sep 04 21 11:17:02 am	40.59215041	-105.076831	406 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49174">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49174</a>	Walking	The width of this intersection makes it dangerous for pedestrians and bikers. The pedestrian signal duration is too short for people crossing here. When I walk from west to east across College, cars turning left from Cherry St often are rushing through the intersection and don't stop for me in the crosswalk.
Sep 04 21 11:25:33 am	40.52371695	-105.0487972	1550 East Harmony Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49175">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49175</a>	Biking	I'm forced to bike through this intersection because the Power Trail is missing a section. This intersection is the most dangerous part of my ride. Please complete the Power Trail and put in an underpass under Harmony.
Sep 04 21 11:25:41 am	40.59605676	-105.0735158	209 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49176">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49176</a>	Biking	Terrible intersection to cross on a bike. Cars are driving way too fast down E Vine making it hard to cross to the Poudre River Park safely.
Sep 04 21 11:28:17 am	40.59609749	-105.0734729	209 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49177">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49177</a>	Walking	No safe crosswalk button to push to let cars know to slow down and allow you to cross to the park from the Old Town Nort neighborhood. Cars are driving too fast.
Sep 04 21 11:29:09 am	40.59615044	-105.073328	209 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49178">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49178</a>	Driving	The speed limit needs to be lowered and crosswalks installed. Cars drag race down this street.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Sep 04 21 11:44:23 am	40.56708125	-105.0394281	1613 South Timberline Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49179">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49179</a>	Walking	Busy intersection; lots of distractions for drivers and cars go too fast
Sep 04 21 11:44:54 am	40.56706934	-105.0449242	1831 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49180">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49180</a>	Walking	School + fast traffic = bad
Sep 04 21 11:47:07 am	40.56694975	-105.0579699	1517 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49181">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49181</a>	Walking	There's an awful lot happening at this intersection and cars are often going very fast along both Prospect and Lemay
Sep 04 21 12:19:04 pm	40.55985471	-105.0768562	2120 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49188">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49188</a>	Driving	OMG - please fix this. The insanity in front of this chicken restaurant is, well, insane.
Sep 04 21 12:19:47 pm	40.59052505	-105.0762463	140 Jefferson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49189">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49189</a>	Walking	This intersection is dangerous for pedestrians because of center-street parking and semis turning left.
Sep 04 21 12:21:35 pm	40.59599978	-105.0734353	209 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49190">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49190</a>	Walking	This is a dangerous intersection for pedestrians because there aren't clear sidewalks and vehicles travel very quickly
Sep 04 21 12:23:54 pm	40.52401043	-104.996295	4308 East Harmony Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49191">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49191</a>	Transit	It would be useful to have better bus service to this transit hub
Sep 04 21 12:35:40 pm	40.59605942	-105.0734927	209 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49192">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49192</a>	Walking	Dangerous intersection to cross with high speed and high volumes of traffic. Many residents cross this intersection daily.
Sep 04 21 12:37:21 pm	40.59606724	-105.0735917	207 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49193">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49193</a>	Biking	A cyclist and fellow neighbor died at this intersection a few months ago. This is a high volume area for cyclists and pedestrians to cross from the neighborhood to the Poudre River with traffic that travels well above the speed limit at E. Vine Drive
Sep 04 21 12:39:18 pm	40.5961285	-105.0740629	203 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49194">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49194</a>	Driving	Cars drag race down E. Vine Drive. Lower the speed limit and add protected bike lanes to force cars to slow down.
Sep 04 21 12:41:36 pm	40.59581078	-105.0686502	520 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49195">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49195</a>	Walking	I've seen many close encounters here between peds, cyclists and cars. Many residents walk south to downtown Fort Collins. This intersections deters many of my neighbors from walking due to its current design.
Sep 04 21 12:42:58 pm	40.59585558	-105.0686985	520 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49196">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49196</a>	Biking	Poorly designed intersection for cycling south to downtown. This would be a good intersection for an underpass for pedestrians and cyclists.
Sep 04 21 12:51:10 pm	40.56842605	-105.0579643	1409 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49199">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49199</a>	Walking	This area has very narrow sidewalks and puts pedestrians very close to large vehicles on Lemay
Sep 04 21 01:43:05 pm	40.59587758	-105.0687253	Redwood Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49205">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49205</a>	Biking	In high-traffic times, when I pull up to this intersection on my bike, large cars or trucks next to me block sight lines to cross-traffic. This means cars on Vine are unaware of my presence. Also there is frequent confusion between cars, cyclists and pedestrians at this intersection about who should yield, adding to the danger.
Sep 04 21 02:28:24 pm	40.55267443	-105.0393069	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49206">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49206</a>	Driving	When travelling Eastbound on Drake and turning left onto Northbound Timberline, the left turn signal does not stay green long enough. This is especially common at night. I've been the first car in the left turn lane, entered the intersection right when it turns green, and it's turned yellow then RED before I fully clear the intersection.

EXHIBIT A TO RESOLUTION 2023-086

<p>Item 17.</p> <p>Sep 04 21 02:32:41 pm</p>	<p>40.55226684</p> <p>-105.026046</p>	<p>2608 East Drake Road, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49207">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49207</a></p>	<p>Walking</p>	<p>There is no safe way to cross here from one neighborhood to the other. Traffic moves far too fast, and is coming around a corner. The only safe way to cross Drake/Ziegler is to go all the way to the signal at Illinois/Drake. There is a future park to be built on Miles House, people need to access the Environmental Learning Center, and there are school-aged kids trying to get to Liberty Common School. A light would be recommended.</p>
<p>Sep 04 21 02:35:08 pm</p>	<p>40.55516478</p> <p>-105.0277358</p>	<p>2482 Miles House Avenue, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49208">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49208</a></p>	<p>Driving</p>	<p>The traffic on Miles House regularly travels 10-25 miles over the speed limit. The traffic seems to be coming from a few different places: 1)Bucking Horse Apartments at Nancy Grey/Miles House, and 2)People exit off of I-25 onto Prospect, and then use Sharp Point and Miles House as a way to cut through this neighborhood when they should really take Prospect to Timberline, then Timberline to Drake. This will become a significant problem when the neighborhood park gets built on Miles House.</p>
<p>Sep 04 21 02:37:41 pm</p>	<p>40.55656276</p> <p>-105.0296724</p>	<p>2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49209">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49209</a></p>	<p>Walking</p>	<p>As a runner, crossing Miles House here is a game of Frogger. Cars regularly do not come to a complete stop when either travelling NW into the apartment complex, or turning right from Miles House onto Nancy Grey. I have almost been hit several times. Close enough to slap the hood of a couple of cars to get their attention.</p>
<p>Sep 04 21 02:38:23 pm</p>	<p>40.55877175</p> <p>-105.0277787</p>	<p>2691 Midpoint Drive, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49210">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49210</a></p>	<p>Driving</p>	<p>Traffic travels far too fast here. Significantly faster than the posted 25mph. This is especially true of commercial vehicles, including semis.</p>
<p>Sep 04 21 02:42:15 pm</p>	<p>40.56354813</p> <p>-105.0293934</p>	<p>1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49211">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49211</a></p>	<p>Walking</p>	<p>It is inexcusable that there is not a school zone here along with designated crosswalks. The combination of school drop-off and pick-up, commercial vehicles, and the blind curve make this an accident waiting to happen. It shouldn't require a student to get hit by a car to finally do something about this very dangerous area.</p>
<p>Sep 04 21 02:43:00 pm</p>	<p>40.5638008</p> <p>-105.0295919</p>	<p>1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49212">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49212</a></p>	<p>Driving</p>	<p>The vegetation on the east side of the street at this curve make the curve completely blind. Especially when traveling northbound.</p>
<p>Sep 04 21 02:48:34 pm</p>	<p>40.56303872</p> <p>-105.0286102</p>	<p>1825 Sharp Point Drive, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49213">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49213</a></p>	<p>Driving</p>	<p>Since Sharp Point and Nancy Grey have connected, the traffic has increased significantly AND the speed has increased. There are zero speed reduction tactics in place here and many cars, commercial vehicles, and semis regularly travel at speeds as fast over 40mph. With Liberty Common School here, the Poudre Trail nearby, and numerous business turnoffs, this has become untenable.</p> <p>Additionally, many drivers are now exiting from I-25, traveling West on Prospect, turning South on Sharp Point to Nancy Grey, turning Southeast onto Miles House, then turning onto Ziegler. They are doing this to cut through this area in an effort to avoid the lights at Prospect/Timberline and Timberline/Drake. In my opinion, the only way to stop this is to make this route inconvenient via speed bumps, speed cameras, traffic lights, etc. This route needs to become MORE difficult than the more appropriate route of Prospect/Timberline/Drake before drivers will stop doing this. Semis, Concrete Trucks, etc. do not belong in the neighborhood.</p>
<p>Sep 04 21 02:50:34 pm</p>	<p>40.56702017</p> <p>-105.0296563</p>	<p>1601 Sharp Point Drive, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49214">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49214</a></p>	<p>Driving</p>	<p>It has become impossible to turn from Sharp Point onto Westbound Prospect. This leads to all traffic leaving Liberty Common School and the nearby businesses traveling through the residential neighborhood to the south to get out of this area.</p>
<p>Sep 04 21 02:53:50 pm</p>	<p>40.5525277</p> <p>-105.0352943</p>	<p>2261 East Drake Road, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49215">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49215</a></p>	<p>Driving</p>	<p>Commercial traffic, specifically Semis making deliveries to King Soopers are turning onto Northbound Iowa Dr and traveling through Bucking Horse via Iowa and Katahdin Dr., then turning north onto Timberline. Commercial semis do not belong on these residential streets. Bucking Horse was specifically built with narrow streets. Along with that and the numerous cars parked on the sides of the streets, and many children in this neighborhood, this makes for a very unsafe situation.</p>
<p>Sep 04 21 02:56:19 pm</p>	<p>40.55617149</p> <p>-105.0389528</p>	<p>2100 Katahdin Drive, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49216">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49216</a></p>	<p>Driving</p>	<p>Drivers coming from Southbound Timberline turn onto Katahdin Dr., and travel far too fast through the neighborhood. Usually they are bound for the Sidehill apartment complex. Fast cars, narrow streets, on-street parking, and many children present a very unsafe situation. Speed bumps on Katahdin and Windrow would be useful.</p>
<p>Sep 05 21 04:16:00 am</p>	<p>40.56392187</p> <p>-105.0296635</p>	<p>1725 Sharp Point Drive, Fort Collins, Colorado 80525, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49222">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49222</a></p>	<p>Walking</p>	<p>Children attempt to cross this street to and from school. I have seen multiple vehicles almost hit children who are attempting to cross. It's very dangerous and a cross walk needs to be added</p>
<p>Sep 05 21 06:33:36 pm</p>	<p>40.59605681</p> <p>-105.0735265</p>	<p>209 East Vine Drive, Fort Collins, Colorado 80524, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49230">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49230</a></p>	<p>Walking</p>	<p>As a wheelchair user, I need sidewalks and curb cuts. I live in Old Town North and frequently visit the Whitewater Park. However there are many obstacles. In between Redwood and Jerome, Vine has missing sections of sidewalk on the north and south sides. Jerome has no sidewalk on the west side. The east side of Jerome is the only way I can access all the Poudre Trail has to offer. The Jerome sidewalk is good but crossing Vine from there is dangerous, especially at high traffic times. There are no curb cuts or sidewalk directly across Vine. Instead I have to go diagonally into the driveway of the metal workers business -- obviously not the safest. The alternative is worse: crossing from the east to west side of Jerome (at the Vine intersection due to no sidewalk on the west side of Jerome) is dangerous because my back is to high speed traffic that sometimes quickly turns right. Plus the tall wooden fence at the northeast corner of Jerome and Vine blocks visibility of cars approaching rapidly on Vine.</p>
<p>Sep 05 21 06:41:06 pm</p>	<p>40.59580426</p> <p>-105.068669</p>	<p>626 Linden Street, Fort Collins, Colorado 80524, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49231">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49231</a></p>	<p>Walking</p>	<p>Next to the railroad tracks the sidewalk has a barricade on the southeast side of the intersection. As a wheelchair user there is no way for me to get onto the sidewalk and so I must stay on the road in my wheelchair until I reach the first curb cut.</p>
<p>Sep 05 21 06:48:06 pm</p>	<p>40.59711585</p> <p>-105.0674862</p>	<p>Redwood Street, Fort Collins, Colorado 80524, United States</p> <p><a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49232">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49232</a></p>	<p>Walking</p>	<p>No sidewalk</p>

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Sep 05 21 06:49:10 pm	40.59466169	-105.0687736	626 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49233">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49233</a>	Walking	No sidewalk
Sep 05 21 06:49:29 pm	40.5925598	-105.0699511	445 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49234">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49234</a>	Walking	No sidewalk
Sep 05 21 06:55:00 pm	40.5998082	-105.0719038	302 Suniga Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49235">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49235</a>	Walking	Blue Spruce is a nice low-stress safer route for pedestrians and bikers that parallels College Ave. However Suniga is very dangerous to cross so it serves as a barrier to people not in cars. The city should be supporting connectivity for all modes of transportation, not building barriers.
Sep 15 21 10:43:13 am	40.53782341	-105.0302544	3600 Caribou Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49537">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49537</a>	Walking	The intersection of Caribou/Fieldstone and Horsetooth is a significant pedestrian and bike crossing. Traffic along Horsetooth often travels well above the 40 mph speed limit, forcing both pedestrians and cyclists to sprint across Horsetooth. This is particularly bad during school hours with Linton Elementary School on Caribou.
Sep 16 21 04:17:17 pm	40.61050727	-105.0744867	218 East Willox Lane, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49582">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49582</a>	Biking	Marking unclear for bikes. Cars not aware of bikes around the round about.
Sep 16 21 04:18:48 pm	40.61041361	-105.076611	1660 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49583">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49583</a>	Biking	Should be bike path down side of college to Hickory from Willox, just like the ones on campus for walking and biking.
Sep 16 21 04:19:46 pm	40.61035659	-105.0669497	Redwood Court, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49584">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49584</a>	Biking	Difficult for bikes to see oncoming traffic when leaving Redwood Turning onto Willox.
Sep 23 21 03:30:10 pm	40.58715067	-105.0771125	109 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49737">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49737</a>	Driving	Would love to see the left turn option taken away here. When someone turns left to go east on Mountain Avenue, the entire Southbound lane on the left is blocked. The left-turning vehicle usually turns left on the redlight, and the traffic behind them has to wait another full cycle of stoplights before traveling on.
Sep 23 21 03:34:56 pm	40.58708365	-105.0768169	119 East Mountain Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49739">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-49739</a>	Walking	Would the city consider a stoplight cycle just for the pedestrians at all corners to cross at the same time here (known as the Pedestrian Scramble in bigger cities)? The pedestrian traffic on all four corners of this intersection is intense causing conflicts between traffic trying to make right turns (which clogs traffic), and pedestrians trying to cross the intersections (safety issues for walkers).
Oct 08 21 02:08:29 pm	40.50912846	-105.0379273	2104 East County Road 36, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50926">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50926</a>	Walking	There are no sidewalks on Kechter from Timberline for about 100 yards, but before Kadenwood Dr. (nor are there any bike lanes or sufficient shoulders to safely walk down the street).
Oct 08 21 02:08:44 pm	40.50912846	-105.0379273	2104 East County Road 36, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50927">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50927</a>	Walking	There are no sidewalks on Kechter from Timberline for about 100 yards, but before Kadenwood Dr. (nor are there any bike lanes or sufficient shoulders to safely walk down the street).
Oct 08 21 02:13:15 pm	40.50909099	-105.0317938	5603 Tilden Street, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50928">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50928</a>	Walking	There are no sidewalks and inconsistent bike lanes and shoulders from Tilden to Rabbit Creek. Some pedestrians have created a well worn path on someones property to safely pass this portion of the street.
Oct 08 21 02:13:35 pm	40.50909099	-105.0317938	5603 Tilden Street, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50929">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50929</a>	Walking	There are no sidewalks and inconsistent bike lanes and shoulders from Tilden to Rabbit Creek. Some pedestrians have created a well worn path on someones property to safely pass this portion of the street.
Oct 08 21 02:15:29 pm	40.50904614	-105.0316358	5603 Tilden Street, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50930">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50930</a>	Biking	There are no consistent bike lanes or sufficient shoulders from Tilden to almost Rabbit Creek.
Oct 08 21 02:15:49 pm	40.50904614	-105.0316358	5603 Tilden Street, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50931">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50931</a>	Biking	There are no consistent bike lanes or sufficient shoulders from Tilden to almost Rabbit Creek.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.	40.50905635	-105.0382375	2104 East County Road 36, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50932">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50932</a>	Biking	No bike lanes on Kechter from Timberline for about 100 yards, but before Kandenwood Dr.
Oct 08 21 02:20:51 pm	40.50905635	-105.0382375	2104 East County Road 36, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50933">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50933</a>	Biking	No bike lanes on Kechter from Timberline for about 100 yards, but before Kandenwood Dr.
Oct 08 21 02:21:14 pm	40.50906233	-105.0316077	5603 Tilden Street, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50935">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-50935</a>	Driving	Narrow road and no bike lanes, sufficient shoulder, or sidewalks causes for challenges (increased risk) when two on-coming cars are present with a biker or pedestrian.
Oct 08 21 02:37:41 pm	40.56744061	-105.1028806	1504 Lynnwood Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51235">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51235</a>	Biking	The Bike Lane on Lynwood requests cyclists cross left of center into oncoming traffic (blind curve) from Prospect. The current configuration also puts cyclists on the sidewalk riding against traffic. This is illegal and unsafe.
Oct 15 21 03:30:14 pm	40.58182878	-105.1204491	509 Ponderosa Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51236">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51236</a>	Biking	The Bike Lane on Ponderosa northbound requests cyclists cross left of center into oncoming traffic (blind curve) from Mulberry. The current configuration also puts cyclists on the sidewalk riding against traffic. This is illegal and unsafe.
Oct 15 21 03:31:22 pm	40.57429376	-105.1225519	2436 Poplar Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51237">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51237</a>	Transit	None of the busses stopping here go anywhere other than the Lory Student Center. Two connections and close to an hour travel time to Old Town isn't helpful.
Oct 15 21 03:32:30 pm	40.57440909	-105.1151061	1001 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51238">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51238</a>	Driving	Too many entrances to parking lots near intersections.
Oct 15 21 03:33:42 pm	40.5674034	-105.1071078	1612 West Prospect Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51239">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51239</a>	Walking	Crossing the street here is hazardous. Despite laws regarding crosswalks, marked and unmarked, the vast majority will not yield right-of-way to a pedestrian.
Oct 15 21 03:35:28 pm	40.5671139	-105.0788856	190 West Prospect Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51240">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51240</a>	Biking	Following the Mason Trail across Prospect here is mayhem. There are tight turns, tight sidewalks, and a very limited space for more than one or two people.
Oct 15 21 03:36:42 pm	40.5869035	-105.0771797	103 South College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51241">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51241</a>	Driving	This could also be a walking issue. Eliminate turns at this intersection. The "chicken playing" between drivers and pedestrians is horrifying. Turning means dodging pedestrians, and clogging the road. There are plenty of alternate routes.
Oct 15 21 03:38:50 pm	40.58298027	-105.0956869	1124 West Magnolia Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51242">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51242</a>	Biking	Thanks for the light!
Oct 15 21 03:40:05 pm	40.57453008	-105.1134485	1948 West Elizabeth Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51243">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51243</a>	Biking	There are way too many bikes and Spin scooters going the wrong way down the bike lane.
Oct 15 21 03:47:00 pm	40.58190137	-105.1150846	501 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51244">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51244</a>	Biking	The bike lane instruction is to take a left-hand turn from the far right hand lane. This is counter-intuitive and means a cyclist may have to wait through two rounds of lights.
Oct 15 21 03:49:08 pm	40.51012043	-105.0391138	5536 South Timberline Road, Fort Collins, Colorado 80528, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51273">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51273</a>	Walking	No East Side sidewalks
Oct 16 21 08:54:09 am	40.49459579	-105.0774693	6605 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51274">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51274</a>	Driving	Frequent multi-light backups.
Oct 16 21 08:55:35 am					

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 19 21 11:00:45 pm	40.55229537	-105.080055	2713 McClelland Drive, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51477">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51477</a>	Biking	Bicycle/pedestrian crossing at Drake and Mason trail needs improvement. The complex intersection and long cycle time lead most cyclist to cross on red or during left turn cycle. Cyclist/transit priority and ROW would make sense here.
Oct 19 21 11:03:39 pm	40.57805452	-105.080747	642 South Howes Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51478">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51478</a>	Biking	This light cannot be triggered by cyclists coming from the oval. There is no sensor/camera for bikes and the light doesn't appear to be on a timer. This leads many cyclists to cross on red as the button is very far from the intersection.
Oct 19 21 11:09:06 pm	40.58135062	-105.0789553	501 South Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51479">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51479</a>	Transit	This is an area where transit ROW for MAX would significantly improve travel times and incentivize transit use.
Oct 19 21 11:14:42 pm	40.58183952	-105.0908804	820 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51480">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51480</a>	Biking	It would improve the city for everyone to extend the road diet on W Mulberry all the way to College Ave. The new protected bike lanes in the western section are excellent, but of limited use without connectivity to the city core. A road diet on all of Mulberry would improve safety for all modes while inducing more demand for cycling and transit. It would also dramatically reduce noise and air pollution for a large portion of residents.
Oct 19 21 11:17:20 pm	40.57808711	-105.075565	202 East Laurel Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51481">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51481</a>	Biking	Cars traveling at high speed on Laurel and Remington often fail to yield to peds and cyclists at this roundabout leading to a high-stress intersection. I have personally experienced several near misses at this roundabout.
Oct 19 21 11:24:25 pm	40.54534143	-105.0203705	Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51482">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51482</a>	Biking	Extremely popular and dangerous crossing for cyclist and pedestrians. Needs a flashing yield and crosswalk as this is a vital trail link.
Oct 19 21 11:28:36 pm	40.54578983	-105.0770348	121 East Swallow Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51483">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51483</a>	Biking	This intersection is very stressful for cyclist traveling either direction in Swallow. The light at college does not detect bikes, so cyclist can't cross if there isn't a car present in the thru lane. Biggest problem in the otherwise excellent Swallow bikeway.
Oct 19 21 11:30:03 pm	40.54550449	-105.0800228	155 West Swallow Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51484">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51484</a>	Biking	Dangerously narrow for cyclist turning either direction onto the trail especially considering RR crossing.
Oct 19 21 11:32:14 pm	40.56703647	-105.0789392	190 West Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51485">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51485</a>	Biking	This crossing is very confusing for cyclists. Should you cross Prospect first or the MAX first? If you cross MAX first, the corner at the guideway and prospect is extremely small and dangerously close to the roadway while also blocking peds.
Oct 19 21 11:35:02 pm	40.57803415	-105.0789392	701 South Mason Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51486">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51486</a>	Transit	MAX RoW would improve travel times.
Oct 19 21 11:36:06 pm	40.56704055	-105.0789928	190 West Prospect Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51487">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51487</a>	Transit	MAX/Ped/Cyclist RoW would improve travel times and induce more demand for non-single-occupancy modes
Oct 19 21 11:38:42 pm	40.52352111	-105.0487268	1609 East Harmony Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51488">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51488</a>	Biking	Really need the vital missing segment of the power trail here, but in it's a dense bikes need to be able to trigger this light without having to veer over to the led button.
Oct 19 21 11:40:45 pm	40.58144432	-105.0770402	502 South College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51489">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51489</a>	Walking	Driver often turn right into pedestrians. Personally experienced several near misses at this intersection.
Oct 19 21 11:42:55 pm	40.58058874	-105.0619608	835 Riverside Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51490">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51490</a>	Biking	Riverside could benefit greatly from a road diet. Protected cycle lanes would dramatically improve safety and encourage alternate modes. The traffic on riverside does not justify 5 lanes.
Oct 19 21 11:44:01 pm	40.59213819	-105.0788695	323 Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51491">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51491</a>	Driving	Vehicles often ignore or don't see flashing lights. This is still an unsafe crossing for bikes/peds

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 19 21 11:48:38 pm	40.58152988	-105.0779951	115 West Mulberry Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51492">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51492</a>	Biking	Many cyclist dangerously ride on sidewalks in this area as there is no other option along the Mulberry corridor. Extending the bicycle infrastructure all the way down W Mulberry would dramatically improve safety for all modes.
Oct 20 21 10:37:50 am	40.57502571	-105.1337872	3031 West Elizabeth Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51499">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51499</a>	Driving	This intersection has become a nightmare with all of the development happening on Overland. Please consider a traffic light or roundabout here
Oct 20 21 10:40:47 am	40.55704905	-105.1340275	2200 South Overland Trail, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51500">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51500</a>	Driving	Can we get a center turn lane put in for folks wanting to go up Dixon so that traffic on Overland can continue to drive around them? There is space on the Drive-In side... there are already shoulders that people use to pass illegally. This is dangerous for bikes and foot traffic along that road, which is well traveled.
Oct 21 21 12:40:27 am	40.52354965	-105.0781882	224 West Harmony Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51581">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51581</a>	Driving	These two lights get backed up far too often. Harmony traffic needs to be prioritized slightly. Entering and exiting Arbor plaza is fairly dangerous from any direction. The left turn onto College northbound is never long enough. By this distance south I think Harmony is more important traffic than College.
Oct 21 21 12:42:41 am	40.5585965	-105.0960463	2209 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51582">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51582</a>	Driving	Trees along the east side of Shields here block northbound stop lights slightly. It has caused at least 2 wrecks.
Oct 21 21 12:46:03 am	40.49484055	-105.0773889	6605 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51583">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51583</a>	Driving	Worst intersection in town. Trilby needs more lanes for a bit in either direction. Too many people need to get through here for the speed limit and lanes available.
Oct 21 21 12:48:39 am	40.57787117	-105.0578731	713 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51584">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51584</a>	Driving	As others have said, an exclusive left green arrow northbound riverside is a good idea. Far too short of a visual distance.
Oct 21 21 12:49:53 am	40.59609754	-105.0294149	609 North Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51585">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51585</a>	Driving	This needs a light/overpass more than any intersection in town from what I've seen.
Oct 21 21 12:54:15 am	40.5890015	-105.0957352	136 North Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51586">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51586</a>	Driving	Turning right here is VERY dangerous given the curve and poor management of overgrowing trees. I've almost hit and been hit numerous times. This needs an exclusive green arrow for right turns onto shields in both directions.
Oct 21 21 12:56:21 am	40.56362556	-105.096041	1015 West Stuart Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51587">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51587</a>	Driving	Turning right onto Stuart could use a little love. A turn lane would help it be less dangerous for both bikers and cars.
Oct 21 21 01:11:30 am	40.53816662	-105.1151705	2130 West Horsetooth Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51588">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51588</a>	Driving	Southbound lane needs to reduce to 1 lane AFTER timber ridge. Too many people stack up in the left lane too early and congest eastbound Horsetooth traffic.
Oct 21 21 01:14:32 am	40.58186803	-105.1337421	2935 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51589">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51589</a>	Driving	Bad visibility turning onto overland here for how fast people are going. Needs a light or visibility management.
Oct 21 21 12:39:53 pm	40.5379805	-105.0357825	2238 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51605">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51605</a>	Driving	Cars are not following the school zone speed limit or crossing signal, making this an unsafe area for crossing students.
Oct 21 21 12:43:48 pm	40.53759179	-105.0201237	3596 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51606">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51606</a>	Walking	Cars do not stop for pedestrians to cross the roundabout, it is very difficult to cross this intersection on foot.
Oct 21 21 12:45:43 pm	40.53777244	-105.0190097	3131 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51607">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51607</a>	Walking	please add bike/pedestrian access to Arapahoe Bend



EXHIBIT A TO RESOLUTION 2023-086

Item 17.					
Oct 21 21 12:48:47 pm	40.54557379	-105.020349	3010 William Neal Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51608">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51608</a>	Walking	Walking/biking issue - difficult to cross here to access the ELC and trails on the west side of Ziegler. There are no signed crossing options nearby. Underpass would be awesome.
Oct 21 21 12:51:30 pm	40.55242117	-105.0368303	2630 Illinois, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51609">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51609</a>	Walking	Location of the transit stop makes is difficult for pedestrians/cars to see each other when crossing Illinois here.
Oct 21 21 12:55:08 pm	40.53068118	-105.0435877	4136 Sumter Square, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51610">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51610</a>	Walking	Please add access to the Power trail here. The map looks like there is a connection but in the past this was fenced off and marked no trespassing.
Oct 21 21 01:04:00 pm	40.53805257	-105.039078	2131 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51611">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51611</a>	Walking	Yay for public art! But... the sculpture on this corner makes it difficult for pedestrians/bikes and cars turning north onto Timberline to see each other.
Oct 23 21 10:21:33 am	40.58278879	-105.0842822	312 Canyon Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51704">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51704</a>	Driving	Poorly lit, only 2 stop signs at 5 way intersection. Dangerous for pedestrians, cyclists, and drivers alike.
Oct 23 21 10:22:54 am	40.58148506	-105.0859559	521 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51705">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51705</a>	Driving	Impossible to turn left from canyon, difficult sightlines
Oct 23 21 07:02:16 pm	40.58277249	-105.0842983	312 Canyon Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51708">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51708</a>	Driving	Though not considered a major arterial, we have been trying to get Streets and Transportation to recognize the dangerousness of this intersection for many years. We've submitted Access Fort Collins complaints, along with SRM Near Misses. This 5-way intersection is routinely the point of near accidents and collisions with vehicles, pedestrians and bikers. It should be a roundabout. Even though no major accidents have happend the potential is very much there and is indeed extremely unsafe. It is poorly lit, on top of only having stop signs at two oncoming directions.
Oct 23 21 07:02:53 pm	40.58275212	-105.0842714	312 Canyon Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51709">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51709</a>	Walking	Though not considered a major arterial, we have been trying to get Streets and Transportation to recognize the dangerousness of this intersection for many years. We've submitted Access Fort Collins complaints, along with SRM Near Misses. This 5-way intersection is routinely the point of near accidents and collisions with vehicles, pedestrians and bikers. It should be a roundabout. Even though no major accidents have happend the potential is very much there and is indeed extremely unsafe. It is poorly lit, on top of only having stop signs at two oncoming directions.
Oct 23 21 07:03:32 pm	40.58277249	-105.0842875	312 Canyon Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51710">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51710</a>	Biking	Though not considered a major arterial, we have been trying to get Streets and Transportation to recognize the dangerousness of this intersection for many years. We've submitted Access Fort Collins complaints, along with SRM Near Misses. This 5-way intersection is routinely the point of near accidents and collisions with vehicles, pedestrians and bikers. It should be a roundabout. Even though no major accidents have happend the potential is very much there and is indeed extremely unsafe. It is poorly lit, on top of only having stop signs at two oncoming directions.
Oct 24 21 11:23:01 am	40.56643744	-105.0025177	East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51714">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51714</a>	Biking	
Oct 25 21 08:04:15 pm	40.53808509	-105.0358656	2238 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51851">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51851</a>	Walking	Unsafe for cars and pedestrians. I've seen too many close calls at this crosswalk and someone is going to get seriously injured or killed.
Oct 25 21 08:13:45 pm	40.57805452	-105.0719574	644 Peterson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51852">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51852</a>	Driving	Vehicles run stop signs East/West bound.
Oct 25 21 08:14:55 pm	40.57803822	-105.0719574	703 Peterson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51853">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51853</a>	Walking	No painted/marked crosswalks for school and busy neighborhood intersection.
Oct 25 21 08:17:01 pm	40.57803007	-105.0665984	650 Stover Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51854">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51854</a>	Walking	Dangerous for pedestrians to cross with no crosswalks since East/West bound traffic have no stop signs. Students walk this route to Laurel Elementary.
Oct 26 21 08:15:55 pm	40.55228786	-105.0259659	East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51906">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51906</a>	Biking	Intersection of E Drake and Miles House presents danger to both cyclists and pedestrians. Vehicle traffic is heavy at this intersection and often line of sight is impacted by the curve in Drake. It would be great for either a signal or signaled crossing.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 26 21 08:17:00 pm	40.55665256	-105.0296894	2580 Nancy Grey Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51907">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51907</a>	Driving	Agree with other citizens that this intersection should be a four way stop.
Oct 26 21 08:18:24 pm	40.55150186	-105.0352975	2701 Iowa Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51908">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51908</a>	Driving	Please consider making this a four way stop.
Oct 26 21 08:21:15 pm	40.59609998	-105.0293988	609 North Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51909">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51909</a>	Driving	Consider intersection improvements to include a traffic signal.
Oct 26 21 08:25:31 pm	40.58191937	-105.0327086	East Lincoln Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51910">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51910</a>	Driving	Intersection needs significant improvements. Heavy traffic at Mulberry/Timberline makes this intersection dangerous. The City should annex this intersection to E Lincoln.
Oct 26 21 10:45:36 pm	40.58000612	-105.0665259	601 Stover Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51912">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51912</a>	Driving	At this location, Myrtle functions as a pseudo-collector street and this creates traffic conflicts and aggressive driving through this intersection. Drivers coming north from Laurel or south from Mulberry are often speeding and the wide intersection makes that easy.
Oct 26 21 10:46:33 pm	40.5800102	-105.0664079	701 East Myrtle Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51913">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51913</a>	Walking	This intersection sees a LOT of ped traffic as the neighborhood to the east tends to use Myrtle as a way to access downtown or the Whedbee traffic light. It is extremely dangerous to cross due to the intersection width, speed of cars, and lack of any noticeable pedestrian safety features like a painted crosswalk.
Oct 26 21 10:48:10 pm	40.57797711	-105.0666064	650 Stover Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51914">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51914</a>	Driving	This seems like an ideal candidate for a roundabout as there is fairly balanced amount of multi-modal traffic from all directions through this intersection. At present, the intersection is really wide with poor east-west sight lines for north-south traffic on Stover which leads to aggressive driving through this intersection.
Oct 26 21 10:49:32 pm	40.5779934	-105.0664562	625 East Laurel Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51915">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51915</a>	Walking	Reinforcing the previous comment, this intersection sees a lot of pedestrian traffic from all directions, including a lot of kids walking to Laurel ES. At present, the intersection is extremely wide, Laurel traffic is often speeding, creating an unsafe environment for all road users. Frankly, it's only a matter of time before some driver car-murders a six year old on their way to school at this intersection.
Oct 26 21 10:51:20 pm	40.57531648	-105.0665528	630 Locust Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51916">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51916</a>	Walking	Considering this is an accessway and primary road crossing for Laurel ES, it desperately needs traffic calming and pedestrian safety features. I've walked through here in the morning and the lack of pedestrian safety for families from the neighborhood to the west is alarming. A crossing guard is a band-aid. This intersection needs fixed by narrowing the road and considering a 4 way stop.
Oct 26 21 10:52:09 pm	40.57420004	-105.066542	908 Stover Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51917">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51917</a>	Driving	The overly wide intersection here creates a lot of confusion for drivers. Considering how much right-of-way is available, and that this is a collector-on-collector intersection with steady traffic from all 4 directions, it seems like it should have a compact urban roundabout here.
Oct 26 21 10:53:30 pm	40.57419596	-105.066601	908 Stover Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51918">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51918</a>	Walking	Walking through this intersection is really dangerous due to confused drivers, an overly wide intersection, and poor lighting on the west face at night. A roundabout would help, and if not that, at least pedestrian bulbouts to slow cars down and reduce the amount of asphalt we have to cross.
Oct 26 21 10:54:08 pm	40.57423264	-105.0683874	1010 Smith Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51919">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51919</a>	Walking	Shouldn't all intersections next to schools be narrowed 4 way stops (narrowed with pedestrian bulbouts and pedestrian refuges in the median)?
Oct 26 21 10:54:15 pm	40.57318138	-105.0701952	429 Garfield Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51920">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51920</a>	Walking	Shouldn't all intersections next to schools be narrowed 4 way stops (narrowed with pedestrian bulbouts and pedestrian refuges in the median)?
Oct 26 21 10:54:21 pm	40.5731773	-105.068382	601 Garfield Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51921">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51921</a>	Walking	Shouldn't all intersections next to schools be narrowed 4 way stops (narrowed with pedestrian bulbouts and pedestrian refuges in the median)?
Oct 26 21 10:55:25 pm	40.57422856	-105.0701952	1001 Whedbee Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51922">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51922</a>	Walking	Not horrible but especially since it's near a school, this 4-way stop could really benefit from pedestrian bulbouts and pedestrian refuges in the median.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 26 21 10:56:47 pm	40.57094026	-105.066821	1300 Stover Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51923">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51923</a>	Walking	I have been almost hit in this intersection several times in the last two years due to the massive size of the intersection relative to traffic volume leading to lack of attention by drivers and high speeds. This collector-on-collector intersection seems like a no brainer for a roundabout and really needs to be dramatically reduced in size so us folks who walk around this neighborhood don't get murdered by drivers.
Oct 26 21 10:58:00 pm	40.57093619	-105.0702327	1301 Whedbee Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51924">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51924</a>	Walking	Massive intersection compared to traffic volume with high approach speeds from cars. This could use both pedestrian bulbouts and elimination of turn lanes on Whedbee to help slow cars down and narrow exposure for people walking. Have almost been hit several times, especially at night.
Oct 26 21 10:58:48 pm	40.57096879	-105.0755972	1221 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51925">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51925</a>	Walking	Due to high traffic volumes, narrowing the intersection and beefing up pedestrian safety would be a big help here.
Oct 26 21 10:59:50 pm	40.56965668	-105.0755221	1401 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51926">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51926</a>	Walking	Most drivers are going to fast through here and do not respect the crosswalks, even when there are lots of pedestrians present for a UCA event or enjoying the flower gardens. Travel lanes need narrowed and bulbouts/speed bumps installed.
Oct 26 21 11:00:25 pm	40.56867463	-105.0752968	1504 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51927">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51927</a>	Walking	This intersection is extremely dangerous to cross, especially at night. Drivers tend to speed through here and the intersection is wide with no bulbouts or other calming features.
Oct 26 21 11:05:30 pm	40.57419189	-105.0537318	1006 Mchugh Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51928">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51928</a>	Driving	This was supposed to be a roundabout, right? Because it's obviously a no-brainer roundabout candidate.
Oct 26 21 11:13:12 pm	40.58005501	-105.0756079	531 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51929">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51929</a>	Walking	Despite steady traffic of all kinds, and the need to keep vehicle traffic moving slowly, this intersection is missing a lot. Lots of people who walk downtown use Myrtle as an east-west access road and the Remington crossing doesn't have any safety features at all. No bulbouts, no painted crosswalk, and poor lighting at night. Considering the vehicle traffic patterns, some minor investments in traffic calming could pay dividends at this intersection.
Oct 26 21 11:15:14 pm	40.58005501	-105.0789928	600 South Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51930">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51930</a>	Walking	This intersection sees a lot of 4-way pedestrian traffic and has 0 safety features to accommodate that. At least paint the crosswalks, but pedestrian bulbouts would be better.
Oct 26 21 11:20:53 pm	40.57805044	-105.0756991	121 East Laurel Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51931">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51931</a>	Driving	While this is a good shot at a compact urban roundabout, it's missing adequate approach curves to slow down cars before they enter the roundabout. This might be worth a touch-up engineering add-on to curve up the road a bit and slow drivers down before they hit this. Adding other calming features like narrower intersections and more roundabouts along Laurel and Remington would help as well so drivers in the whole neighborhood are driving slowly and steadily, not like jackrabbits.
Oct 26 21 11:22:10 pm	40.5753124	-105.075565	902 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51932">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51932</a>	Walking	Based on the amount of pedestrian traffic from the neighborhood trying to cross here to visit College-facing businesses, this intersection needs reformed into either a roundabout or at least a constrained intersection with bulbouts for pedestrians. It's unsafe to cross on foot here.
Oct 26 21 11:22:59 pm	40.57425301	-105.075565	931 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51933">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51933</a>	Driving	The wide intersection and steady traffic volumes from all 4 sides seem to highlight this intersection as a good roundabout candidate.
Oct 26 21 11:24:35 pm	40.57426931	-105.0719869	1001 Peterson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51934">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51934</a>	Walking	This collector-on-collector intersection seems like a great candidate for a roundabout. At present, it's a bit unsafe to walk here and I've had 2 near misses from turning cars since there's 0 traffic calming or pedestrian safety features at this intersection.
Oct 26 21 11:26:43 pm	40.56865425	-105.0701898	1502 Whedbee Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51935">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51935</a>	Walking	This intersection sees decent pedestrian traffic from the neighborhood headed west to businesses, the dog park, the UCA, campus, etc. At present, it has 0 traffic calming or pedestrian safety features and is likely ADA non-compliant. There's also no sidewalk on the east side of Whedbee between Pitkin & Prospect.
Oct 26 21 11:27:23 pm	40.56876427	-105.0702113	1445 Whedbee Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51936">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51936</a>	Driving	The road is obviously overbuilt and could likely give up the center turn lane to make room for a sidewalk on the east side of the street without having to acquire right-of-way or sacrifice on-street parking.
Oct 26 21 11:27:58 pm	40.57895903	-105.0666171	625 Stover Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51937">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51937</a>	Walking	No sidewalk on west side of the street on this block.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 26 21 11:28:07 pm	40.58075578	-105.0665796	519 Stover Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51938">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51938</a>	Walking	No sidewalk on west side of the street on this block.
Oct 26 21 11:28:20 pm	40.57996538	-105.0674164	619 East Myrtle Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51939">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51939</a>	Walking	No sidewalk on south side of the street on this block.
Oct 26 21 11:28:31 pm	40.5801039	-105.0656354	720 East Myrtle Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51940">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51940</a>	Walking	No sidewalk on north side of the street on this block.
Oct 26 21 11:28:49 pm	40.5800102	-105.0636721	819 East Myrtle Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51941">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51941</a>	Walking	No sidewalk on either side of the street on this block.
Oct 26 21 11:30:29 pm	40.57040646	-105.0630605	1300 Morgan Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51942">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51942</a>	Walking	Morgan is a connecting local street here that sees some decent pedestrian traffic. There's no formal crossing here or traffic calming feature.
Oct 26 21 11:31:15 pm	40.57065503	-105.0638437	821 East Pitkin Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51943">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51943</a>	Walking	Traffic calming and wider sidewalks along this section of Pitkin is needed. Drivers almost always speed due to how wide the road and travel lanes are. Sidewalks are 3 feet, narrower where landscaping isn't maintained well. I'd advise pinching the road by reducing the lane widths and parking aisle widths to widen the sidewalk to meet current standards.
Oct 26 21 11:32:34 pm	40.56323841	-105.0537157	1301 East Stuart Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51944">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51944</a>	Walking	This intersection is unsafe for walking, especially at night. Based on the road classifications present, width of the right-of-way, and steady traffic from all four directions, a roundabout seems like a great way to calm down traffic and create safer crossings for folks walking.
Oct 26 21 11:33:47 pm	40.5623989	-105.0510013	1801 Brookwood Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51945">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51945</a>	Walking	There's crosswalks here but no traffic calming features - this crossing is unsafe to use, especially at night. Either a roundabout or pedestrian bulbouts would be important to help connect the neighborhood to the south safely to the massive city park to the north.
Oct 26 21 11:35:36 pm	40.55660352	-105.0580072	2238 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51946">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51946</a>	Biking	I know the City just installed a bike/ped signal here like is present at Pitkin. That's a great (albeit expensive) band-aid, but not a permanent solution. Long-term, Lemay needs narrowed and slowed down, and this intersection could likely become a roundabout with better multi-modal connectivity between the neighborhoods to the east and west.
Oct 26 21 11:37:41 pm	40.55037964	-105.0581628	2779 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51947">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51947</a>	Walking	How do people in the neighborhood conveniently cross Lemay to get to this important neighborhood shopping center on foot/by bike? (note: going up to Drake is not convenient/logical for anyone coming from the southeast).
Oct 26 21 11:40:10 pm	40.55249917	-105.0677919	515 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51948">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51948</a>	Biking	Drake in this section seems like a great candidate to bring the West Mulberry road diet farther south to central Fort Collins. This is the only logical connection in the area to the Mason Trail or the Max for people on foot/bicycle and it is currently highly unsafe. Traffic calming via narrower travel lanes, fewer of them, and a buffered bike lane/wider side walk would be an excellent way for a MAJOR increase in walking/biking connectivity in this section of the city.
Oct 26 21 11:45:23 pm	40.58279286	-105.0843197	312 Canyon Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51949">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51949</a>	Walking	The wide street and 5 street faces make this confusing as currently engineered, and dangerous for pedestrians. A roundabout is probably warranted but at least pedestrian bulbouts to narrow the intersection would help.
Oct 26 21 11:45:50 pm	40.58416174	-105.0824904	225 South Meldrum Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51950">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51950</a>	Walking	The wide street and multiple street faces make this confusing as currently engineered, and dangerous for pedestrians. A roundabout is probably warranted but at least pedestrian bulbouts to narrow the intersection would help.
Oct 26 21 11:46:01 pm	40.58556726	-105.0806773	125 South Howes Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51951">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51951</a>	Walking	The wide street and 5 street faces make this confusing as currently engineered, and dangerous for pedestrians. A roundabout is probably warranted but at least pedestrian bulbouts to narrow the intersection would help.
Oct 26 21 11:48:06 pm	40.58892002	-105.0860202	130 North Whitcomb Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51952">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51952</a>	Walking	In general along Laporte between Howes and Shields, there are is too much street to cross, too few formal crosswalks or traffic calming features, and vehicle speeds are too high. This is a dense are of the city, predominantly residential, with lots of churches, schools, and parks, plus City Hall, in proximity. Focus should be on slowing cars down and making walking and biking safety the top priority - currently it is clearly vehicle speed.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 26 21 11:48:58 pm	40.59217077	-105.0859934	530 Cherry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51953">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51953</a>	Walking	In general along Cherry between Mason and Shields, there are is too much street to cross, too few formal crosswalks or traffic calming features, and vehicle speeds are too high. This is a dense are of the city, predominantly residential, with lots of churches, schools, and parks, plus City Hall, in proximity. Focus should be on slowing cars down and making walking and biking safety the top priority - currently it is clearly vehicle speed.
Oct 26 21 11:49:25 pm	40.59620752	-105.0930154	1027 West Vine Drive, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51954">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51954</a>	Walking	Sidewalks missing.
Oct 26 21 11:52:43 pm	40.58170507	-105.1064318	1703 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51955">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51955</a>	Walking	Thirring previous comments re: pedestrian design. This is what I refer to as engineers "checking the box" of a complete street without actually thinking through how normal people walk. 3-sided intersections (in relation to crosswalks) are simply not going to cut it if the goal is to encourage people to walk more - that's not how people walk or bike. In a redesign, make all 4 sides of the intersection crossable on foot.
Oct 27 21 12:00:05 am	40.55685621	-105.088461	2301 Research Boulevard, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51956">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51956</a>	Biking	High traffic speeds and a wide intersection make this spot dangerous. Seems like a good candidate for a roundabout to slow cars back down that have barreled south on Centre.
Oct 27 21 12:01:00 am	40.55594325	-105.0908267	2433 Worthington Avenue, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51957">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51957</a>	Biking	Somewhat dangerous due to high travel speeds by cars. Could use a calming feature like a roundabout or at least pedestrian bulbouts.
Oct 27 21 12:02:03 am	40.55263367	-105.0960732	1107 West Drake Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51958">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51958</a>	Walking	Like most arterial-on-arterial intersections, I try to avoid this but when I have to cross here, I am constantly worried about left- and right-turning traffic, especially at night. Holding left-turning traffic with green-arrow only would help.
Oct 27 21 12:02:33 am	40.55270704	-105.0988036	1125 West Drake Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51959">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51959</a>	Walking	Poorly lit at night and unsafe to cross, especially when interacting with turning traffic.
Oct 27 21 12:04:25 am	40.55283339	-105.1150846	2109 West Drake Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51960">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51960</a>	Walking	Like most arterial-on-arterial intersections, I try to avoid this but when I have to cross here, I am constantly worried about left- and right-turning traffic, especially at night. Holding left-turning traffic with green-arrow only would help.
Oct 27 21 12:07:39 am	40.56283496	-105.1150954	1836 South Taft Hill Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51961">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51961</a>	Walking	This section of Taft is another example of how vehicle speed is the top priority for road engineers, not safety, and definitely not for vulnerable road users. Taft along this mile as very few crossings, and limited connectivity to the neighborhood shopping centers to the north of the schools and churches and other social institutions in the area. Taft could reasonably be narrowed to 3 lanes with several roundabouts at key collector inputs to keep traffic moving but calmly, and allow for improved, buffered bikelanes and better street crossings. Slow and steady is a much better road to have for neighborhood access, connectivity, and equity than trying to ram through a highway masquerading as a city street.
Oct 27 21 12:12:01 am	40.58149729	-105.0807148	229 West Mulberry Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51962">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51962</a>	Walking	Peds crossing southbound on the west side of the street are made invisible by the utility box on this corner (I think it's a Union Pacific). Narrowing the Howes street faces with pedestrian bulbouts and moving the sidewalks in along with them would help keep pedestrians visible to drivers turning right onto Mulberry from Howes AND help improve pedestrian safety at this intersection in general from all directions.
Oct 27 21 12:13:53 am	40.58553875	-105.0740683	207 Mathews Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51963">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51963</a>	Walking	For being a 4-way stop next to a flagship downtown park with an art center, library, and playground, the lack of pedestrian bulbouts at all four corners of the park is striking. This would be an easy way to slow cars, make traffic predictable, and dramatically improve pedestrian safety & convenience.
Oct 27 21 12:14:02 am	40.58411693	-105.0740308	303 Mathews Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51964">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51964</a>	Walking	For being a 4-way stop next to a flagship downtown park with an art center, library, and playground, the lack of pedestrian bulbouts at all four corners of the park is striking. This would be an easy way to slow cars, make traffic predictable, and dramatically improve pedestrian safety & convenience.
Oct 27 21 12:14:09 am	40.58417397	-105.0719064	300 Peterson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51965">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51965</a>	Walking	For being a 4-way stop next to a flagship downtown park with an art center, library, and playground, the lack of pedestrian bulbouts at all four corners of the park is striking. This would be an easy way to slow cars, make traffic predictable, and dramatically improve pedestrian safety & convenience.
Oct 27 21 12:14:17 am	40.58553875	-105.0719172	202 Peterson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51966">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51966</a>	Walking	For being a 4-way stop next to a flagship downtown park with an art center, library, and playground, the lack of pedestrian bulbouts at all four corners of the park is striking. This would be an easy way to slow cars, make traffic predictable, and dramatically improve pedestrian safety & convenience.
Oct 27 21 12:15:57 am	40.58413323	-105.0701094	300 Whedbee Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51967">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-51967</a>	Walking	There's a decent amount of pedestrian traffic that crosses Whedbee here. Pedestrian bulbouts would go a long way to calming traffic and improving pedestrian safety.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 27 21 12:16:54 am	40.58279694	-105.070104	429 East Magnolia Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51968">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51968</a>	Walking	Improving the pedestrian bulbouts here would help tremendously considering there's no traffic calming features on Whedbee between Prospect and Riverside. There are bulbouts here but they're the half-assed ones that don't actually cut off the full parking aisle.
Oct 27 21 12:17:42 am	40.58003057	-105.0701255	600 Whedbee Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51969">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51969</a>	Walking	Improving the pedestrian bulbouts here would help tremendously. There are bulbouts here but they're the half-assed ones that don't actually cut off the full parking aisle.
Oct 27 21 12:18:49 am	40.58277656	-105.071944	401 Peterson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51970">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51970</a>	Walking	Improving the pedestrian bulbouts here would help tremendously. There's a decent amount of walking traffic east-west here and Peterson cars don't stop.
Oct 27 21 12:21:01 am	40.58276842	-105.0755972	426 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51971">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51971</a>	Walking	This intersection is surprisingly dangerous for pedestrians, especially at night, considering that this is actually a heavily used intersection for people on foot. Remington traffic has no traffic calming feature and so is usually traveling quickly. It needs comprehensive ped bulbouts or at even a roundabout if it can be squeezed in, and definitely painted crosswalks and improved night-time lighting.
Oct 27 21 12:22:14 am	40.58276842	-105.0770134	420 South College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51972">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51972</a>	Walking	Crossing College at Magnolia is not the worst crossing but has a lot of room for improvement. A block north is one of the best local-on-arterial crossings in the city (Olive & College) - I'd use that as a model and pull that design south to here (pedestrian bulbouts, pedestrian refuges in the median, etc.).
Oct 27 21 12:24:33 am	40.58411693	-105.0755918	301 Remington Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51973">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51973</a>	Walking	The 4-way stop seems the best fit here but the intersection really needs narrowed with pedestrian bulbouts to improve ped crossings. This is a heavier traffic intersection for walking, biking, and driving but right now, most of the available space in the intersection is for drivers, creating lack of clarity which is more dangerous for peds and cyclists.
Oct 27 21 12:27:03 am	40.58889965	-105.0769222	200 North College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51974">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51974</a>	Walking	Due to awkward site lines for drivers, and wide street overall, this is a fairly dangerous street crossing for people on foot despite being at the heart of downtown. As others have said, I've had a lot of near misses from left-turning cars crossing College on the north or south face of the intersection, or from cars turning left from College to WB Laporte. I think the easiest solution would just be to give left-turning cars a left-turn signal and only let them turn on that cycle (no at-will left turns).
Oct 27 21 12:29:27 am	40.58892817	-105.0788373	200 North Mason Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51975">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51975</a>	Walking	This intersection seems overbuilt for what it is. It's kind of a sleepy intersection for all road users and seems like the traffic light could be removed, intersection reduced in size as much as possible, and relegated to a 4-way stop like Mason & Maple. Waiting for the crosswalk signal is really annoying when there's no cross traffic and lots of folks cross against the signal as a result.
Oct 27 21 12:30:09 am	40.58888336	-105.0795829	212 Laporte Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51976">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51976</a>	Walking	This recently improved with the road diet and bike lane add, but the mid-block crossing here could still use pedestrian bulbouts and/or a pedestrian refuge to help improve safety.
Oct 27 21 12:31:06 am	40.58891595	-105.0806397	208 North Howes Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51977">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51977</a>	Walking	This intersection seems overbuilt for what it is. It's kind of a sleepy intersection for all road users and seems like the traffic light could be removed and replaced with either a roundabout or a 4-way stop. Waiting for the crosswalk signal is really annoying when there's no cross traffic and lots of folks cross against the signal as a result.
Oct 27 21 12:31:58 am	40.58891595	-105.0824583	139 North Meldrum Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51978">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51978</a>	Walking	This intersection services both City Hall/Washington Park and a school and yet has only one crosswalk (east face) and no traffic calming features. Seems like this should be a much different kind of intersection that's either a 4-way stop w/ pedestrian bulbouts or a roundabout if it can fit.
Oct 27 21 12:34:50 am	40.58698498	-105.0806558	226 West Mountain Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51979">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51979</a>	Walking	Not the worst intersection but could be improved by expanding/adding pedestrian islands on both east & west faces, and adding pedestrian bulbouts on all corners. May even be a good candidate for a roundabout depending on future plans for Mountain Ave and if it wouldn't conflict with the railroad traffic back-ups.
Oct 27 21 12:36:06 am	40.58698498	-105.0824422	333 West Mountain Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51980">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51980</a>	Walking	4 way stop needs pedestrian bulb-outs to help make traffic pattern more predictable and narrow the amount of street peds need to cross. Cut off the parking aisle and eliminate "cheater" right turns (if safety is the top priority, 4 way stops should never have turn lanes, formal or informal).
Oct 27 21 12:40:15 am	40.59986115	-105.0741059	Suniga Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51981">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51981</a>	Biking	Seconding other comments and frankly, I'm amazed that Fort Collins authorized a 5-lane arterial cross-section here with no roundabouts or safe ped/bike crossings considering this is a new street that developed alongside the new City Plan. This road had the opportunity to be built for the future we say we want as a multi-modal 2- or 3-lane road with buffered bike lanes and roundabouts to keep traffic slow and steady. Instead we got the same crappy 5-lane highway we've got segregating and severing connections between our neighborhoods throughout the city. Consider retrofitting this with a road diet and safer connectivity across the street.
Oct 27 21 12:43:03 am	40.59159233	-105.0710642	445 Linden Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51982">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51982</a>	Walking	I had a near miss here a while back after NB traffic stopped for me to cross but SB traffic kept barreling by while I was in the crosswalk. The courteous NB driver and I had a moment of eye-rolling - it was awkward. I think there needs to be a traffic calming feature farther north to keep traffic from picking up too much speed - a raised crosswalk would also help.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 27 21 12:45:00 am	40.59003621	-105.0730008	326 Willow Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51983">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51983</a>	Walking	This intersection does a lot right, but the drivers through here still struggle to slow down and respect peds in the crosswalk. The intersection still seems kinda wide and I suspect it's because the travel lanes are too wide, plus the striping, like in so many places, encourages drivers to block or invade the bike lane as they approach the 4-way stop. Harden up and narrow the intersection if possible and paint the crosswalks with reflective surfacing.
Oct 27 21 12:45:36 am	40.59098944	-105.0742346	300 Willow Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51984">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51984</a>	Walking	3-sided crosswalks should not be a thing. Re-engineer this for 4-way/full pedestrian access.
Oct 27 21 12:46:38 am	40.59143346	-105.0750607	226 Willow Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51985">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51985</a>	Walking	I do hope a crosswalk is planned here in the near future. The new development on the south side of the street will have folks that want to access the Poudre Trail and North Azlan - this will be easiest done right here and if you don't engineer for it, people will just do it anyway without appropriate safety features.
Oct 27 21 12:47:27 am	40.59284698	-105.0696909	Buckingham Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51986">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51986</a>	Biking	This area needs a traffic calming feature to reduce travel speeds for the Poudre Trail crossing farther south. Can a roundabout fit here?
Oct 27 21 12:49:15 am	40.5923215	-105.0577068	400 North Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51987">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51987</a>	Walking	Unsafe ped crossing.
Oct 27 21 12:54:07 am	40.55234836	-105.0800067	2713 Mcclelland Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51988">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51988</a>	Biking	I know they're expensive, but this seems like a good place for a bike/ped underpass and there might be room for it depending on engineering design.
Oct 27 21 12:56:28 am	40.54419188	-105.0799477	3158 Mcclelland Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51989">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51989</a>	Walking	Sidewalk connectivity is glaring here. Anyone taking the bus to Foothills Mall or anything near it needs to go south to use the underpass near Foothills Pkwy. No logical person is going to walk up to Swallow to use the crosswalk. Nobody uses the MAX south of Prospect because south of Prospect, the MAX doesn't connect well to any neighborhoods or destinations. Part of that is because the MAX should be on College Ave where all the stuff is, not on the ass end of the corridor, but if you're going to put it over here, at least ensure there's safe and logical pedestrian connections to key destinations.
Oct 27 21 12:57:40 am	40.53668265	-105.0803071	3690 Max Guideway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51990">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51990</a>	Transit	Does anyone actually use this bus stop? It doesn't connect to anything...
Oct 27 21 01:00:36 am	40.5285895	-105.0795132	4245 South Mason Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51991">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51991</a>	Walking	Considering there's a BRT stop immediately west of here, this intersection needs serious traffic calming to let people on foot from the MAX or from the neighborhood access the businesses in this area on foot/by bike. This intersection should be a roundabout or have the size of the existing 4-way stop reduced on its east face.
Oct 27 21 01:01:21 am	40.5285895	-105.0783116	132 West Troutman Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51992">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51992</a>	Walking	In proximity to a transit stop, this corridor needs redesigned to make walking safe and convenient, not only on this side, but the east side of College.
Oct 27 21 12:51:25 pm	40.57486012	-105.0578839	934 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51996">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51996</a>	Biking	Southbound bike lane ends
Oct 27 21 12:59:25 pm	40.59267842	-105.029406	317 North Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51997">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51997</a>	Driving	Turning left from Sykes onto Timberline is increasingly difficult between trains and rush hour. With commercial development pending here traffic will increase.
Oct 27 21 01:01:28 pm	40.58837379	-105.0294766	142 North Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51999">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-51999</a>	Biking	Sidewalk ends where entrance to concrete factory is. Only route is across the intersection where road is often covered with loose gravel. Bikes must ride in traffic.
Oct 27 21 01:04:25 pm	40.58207826	-105.0328588	South Timberline Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52001">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52001</a>	Biking	Biking from the north on Timberline through this intersection is the only access to Poudre Trail. Very dangerous for bikes.
Oct 27 21 06:51:53 pm	40.55212361	-105.0578785	1239 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52008">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52008</a>	Driving	This intersection is dangerous due to the curved layout. Also, there are not turn lanes on the west and south, delaying traffic

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 27 21 06:55:03 pm	40.54315646	-105.0391299	3227 South Timberline Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52009">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52009</a>	Driving	School traffic must now use Vermont Drive to exit the FCHS parking lot going north. This causes significant traffic backup. Additionally, the mix of pedestrians, bikes and cars is not safe here.
Oct 27 21 06:59:10 pm	40.5445507	-105.0579536	1101 Springwood Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52010">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52010</a>	Driving	Turning left from Springwood onto Lemay can be nearly impossible when traffic turning east is waiting in the turn lane. This is a safety issue for parents and buses taking kids to Shepardson.
Oct 27 21 07:00:07 pm	40.54452619	-105.0579375	1101 Springwood Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52011">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52011</a>	Biking	Children going to Shepardson and to Boltz cross Lemay here on bicycles. This is a safety issue.
Oct 27 21 07:02:50 pm	40.55062828	-105.0579214	2779 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52012">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52012</a>	Driving	School traffic going to Christ Community Church, combined with Starbucks traffic makes for a dangerous situation. So many people making so many turns!
Oct 28 21 01:42:46 pm	40.54315646	-105.0391299	3227 South Timberline Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52049">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52049</a>	Driving	Needs a left turn arrow from Vermont onto southbound timberline. Especially during school dismissal. It is the only way to go southbound from the school. It gets backed up with pedestrian.
Oct 29 21 10:00:50 pm	40.53967503	-105.020231	3596 Ziegler Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52109">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52109</a>	Driving	Vehicles travel over speed limit. Noisy, high-speed motorcycles disturb the neighborhood and can be heard MANY blocks away, especially at night. Entrance to English Ranch is not lit at night and hard to see then to turn into.
Oct 30 21 02:38:01 pm	40.55268666	-105.0902045	702 West Drake Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52114">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52114</a>	Walking	Frequency for pedestrian traffic and protection from left-turning traffic on Worthington is not great. Could enhance responsiveness of pedestrian signals and add a left-turn arrow to protect peds during the signal.
Oct 30 21 02:40:11 pm	40.55295567	-105.1009119	1582 West Drake Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52115">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52115</a>	Walking	The parking lot access road doubles as an access point for the Spring Creek Trail for the neighborhood along Dunbar to the south and yet the lot doesn't meet the City's own development standards that require sidewalks on both sides of an access street. There's no sidewalks on either side of the access road. People just walk over landscaping or in the street to get to/from the trail.
Oct 30 21 02:42:09 pm	40.54732252	-105.1063728	1619 West Swallow Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52116">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52116</a>	Walking	Overbuilt intersection without pedestrian bulbouts. Either retain the 4-way stop but add bulbouts to make traffic more predictable for walking people, or, if it can fit, install a roundabout.
Oct 30 21 02:42:40 pm	40.54619339	-105.10324	1403 West Swallow Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52117">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52117</a>	Walking	No crosswalks, although this is a primary connection for people walking from Wagon Wheel north onto Swallow.
Oct 30 21 02:45:37 pm	40.5461404	-105.0912935	3101 Worthington Avenue, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52118">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52118</a>	Walking	No crosswalks or other traffic calming features - drivers tend to speed through here because of that. With a collector-on-collector intersection, this seems like a good roundabout candidate, but barring that, should at least have some raised crosswalks and pedestrian bulbouts to aid people walking and slow down people driving.
Oct 30 21 02:47:30 pm	40.54550041	-105.0858593	608 West Swallow Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52119">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52119</a>	Walking	This intersection seems too large for what it is and traffic signal seems unnecessary/is comparatively unresponsive to pedestrian buttons. Seems like a good candidate for a roundabout or other continuous flow solution. Pedestrian bulbouts are nice, though.
Oct 30 21 02:50:29 pm	40.54464437	-105.0799584	3158 McClelland Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52120">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52120</a>	Walking	The sidewalk awkwardly stops halfway down this section without providing a crosswalk or extension. This is the MAX stop that should be servicing folks trying to get close to the Foothills Mall and use the pedestrian underpass by Foothills Parkway - there needs to be a logical and safe pedestrian connection to that. Nobody in their right mind is going to walk up McClelland to Swallow so they can walk back south on McClelland.
Oct 30 21 02:53:42 pm	40.54234523	-105.0799263	McClelland Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52121">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52121</a>	Biking	Reinforcing other comment here - I understand there's competing infrastructure here with the ditch, but the pedestrian underpass here doesn't link well with anything, including the MAX or the Mason Trail. The path isn't logical for people biking or walking, whether they're leveraging the MAX in their trip or not. If there's a way to get a ped/bike underpass under the tracks and/or McClelland to connect the Mason Trail would be good, but logical connections to the MAX would be the most pertinent.
Oct 30 21 02:54:52 pm	40.53987479	-105.0762141	200 East Monroe Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52122">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52122</a>	Walking	Missing connection in site plan - sidewalks from public ROW don't connect with the shopping center along this frontage.



EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 30 21 02:57:24 pm	40.54606702	-105.0659949	3100 Stover Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52123">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52123</a>	Walking	This intersection seems massively overbuilt for what the traffic volume is and traffic tends to speed through here due to the wide lane widths. A compact urban roundabout seems like it would fit well here and massively improve safety and convenience at this intersection for people walking and biking through the neighborhood.
Oct 30 21 02:58:25 pm	40.54573276	-105.0580233	South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52124">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52124</a>	Walking	Especially at night, right-turning traffic tends to ignore people crossing the street here - it's very dangerous for people crossing here on foot, partially due to cars speeding along Swallow so they're not paying attention to other road users.
Oct 30 21 03:00:48 pm	40.54440794	-105.0579697	3136 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52125">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52125</a>	Walking	Similar to other comments, this is an outlet for folks walking west on Springwood, especially kids/parents trying to walk/bike to Boltz. Seems like a safe crossing and traffic calming feature like a roundabout would be very helpful here.
Oct 30 21 03:02:35 pm	40.54907121	-105.0579911	2779 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52126">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52126</a>	Walking	Street cross-section and speed doesn't match the surrounding use, which is largely housing and neighborhood commercial services. Seems like Lemay should be dropped to a 3 lane, 30mph configuration with roundabouts to calm traffic and re-establish neighborhood connectivity across the arterial.
Oct 30 21 03:03:11 pm	40.56391898	-105.0579214	1805 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52127">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52127</a>	Walking	Street cross-section and speed doesn't match the surrounding use, which is largely housing and neighborhood commercial services. Seems like Lemay should be dropped to a 3 lane, 30mph configuration with roundabouts to calm traffic and re-establish neighborhood connectivity across the arterial.
Oct 30 21 03:05:04 pm	40.56461992	-105.0621915	902 Watercourse Way, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52128">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52128</a>	Walking	Both walking and biking issue - this connection point to/from the trail isn't logical. The curbcut at the trail outlet doesn't line up with the trail outlet, so people on foot just don't use the curbcut, and folks on bikes have to either jump the curb or make awkward hairpin turns. Especially a slap in the face for anyone with ADA needs.
Oct 30 21 03:06:05 pm	40.56417165	-105.0674433	1719 Stover Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52129">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52129</a>	Walking	No formal connection to Spring Creek Trail from sidewalk here. There is a desire path that should probably be formalized to prevent injuries and erosion.
Oct 30 21 03:07:28 pm	40.56342588	-105.0674218	607 East Stuart Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52130">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52130</a>	Walking	This intersection is fairly dangerous to cross, especially at night. Vehicle traffic is usually speeding along Stuart and Stover due to wide lanes and few calming features. This could use at least pedestrian bulbouts since both streets are primary connection routes for all modes (walking, biking, and driving). Also should have crosswalks on all 3 sides, not just two.
Oct 30 21 03:09:20 pm	40.56336882	-105.0667727	1800 Stover Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52131">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52131</a>	Walking	This intersection is fairly dangerous to cross, especially at night. Vehicle traffic is usually speeding along Stuart and Stover due to wide lanes and few calming features. This could use at least pedestrian bulbouts since both streets are primary connection routes for all modes (walking, biking, and driving). Also should have crosswalks on all 3 sides, not just one. It's also poorly lit at night.
Oct 30 21 03:11:38 pm	40.5599129	-105.0667995	701 Dartmouth Trail, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52132">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52132</a>	Driving	This is a 3-way stop but that's not apparent from the road engineering so drivers blow through this all the time. Needs tightened up into a 3-way stop with pedestrian bulbouts or, if it will fit, a compact urban roundabout.
Oct 30 21 03:12:33 pm	40.55989659	-105.0668746	2017 Stover Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52133">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52133</a>	Walking	Dartmouth Tr is a primary walking corridor for folks walking through the neighborhood but there's no crosswalks, raised or otherwise, at this intersection. These should be added along with improved traffic management at this intersection.
Oct 30 21 03:14:00 pm	40.55778138	-105.0674486	2306 Stover Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52134">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52134</a>	Walking	Despite being somewhat well-lit at night, this intersection is fairly dangerous to walk through. Drivers don't have many calming features so they hit this intersection fast and don't check for people walking a lot of the time. The intersection is side enough that I'd guess a compact urban roundabout should fit here to help calm traffic and make it safer for people walking and biking.
Oct 30 21 03:15:54 pm	40.55426403	-105.0701201	437 Princeton Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52135">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52135</a>	Walking	2-sided crosswalk on a 3-sided intersection. Where's your Safe Routes to School person on this? On intersections around schools, emphasis should be on slowing cars down and maximizing safety for kids walking and biking. Driver convenience shouldn't even be a concern at these intersections.
Oct 30 21 03:16:11 pm	40.55585766	-105.0710964	313 Tulane Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52136">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52136</a>	Walking	2-sided crosswalk on a 3-sided intersection. Where's your Safe Routes to School person on this? On intersections around schools, emphasis should be on slowing cars down and maximizing safety for kids walking and biking. Driver convenience shouldn't even be a concern at these intersections.
Oct 30 21 03:16:20 pm	40.55547861	-105.0720352	228 Tulane Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52137">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52137</a>	Walking	2-sided crosswalk on a 3-sided intersection. Where's your Safe Routes to School person on this? On intersections around schools, emphasis should be on slowing cars down and maximizing safety for kids walking and biking. Driver convenience shouldn't even be a concern at these intersections.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 30 21 03:18:17 pm	40.56182835	-105.0754684	1820 Remington Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52138">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52138</a>	Walking	This intersection is incredibly dangerous at night for people walking and biking, especially if they're on the trail. Spring Park Dr. needs at least a stop sign. If a roundabout fits, it might be a good candidate, but at least a 4-way stop with pedestrian bulbouts. Even improved streetlights would help.
Oct 30 21 03:18:40 pm	40.56200359	-105.0753719	1820 Remington Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52139">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52139</a>	Walking	Sidewalks missing on E side or Remington.
Oct 30 21 03:19:10 pm	40.56034897	-105.0754899	121 Dartmouth Trail, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52140">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52140</a>	Driving	3-way stop is not apparent - needs improved engineering or striping to make that apparent, like stop bars.
Oct 30 21 03:20:10 pm	40.5603449	-105.0755596	121 Dartmouth Trail, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52141">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52141</a>	Walking	Missing connections and crosswalks for folks walking along Remington/Dartmouth Trail. How are folks from neighborhoods to the south expected to access Spring Creek Trail or businesses along College on foot or by bike?
Oct 30 21 03:21:41 pm	40.56002293	-105.0737733	2200 Mathews Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52142">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52142</a>	Walking	Especially at night, this intersection is fairly dangerous for people on foot. Mathews St traffic has not stop and there's no crosswalks and poor lighting. It needs improved street lights, and ideally some traffic calming like a 4-way stop with pedestrian bulbouts. This is an access way for the neighborhoods to the south to get to Spring Park and Spring Creek Trail.
Oct 30 21 03:23:57 pm	40.55248286	-105.067454	2550 Stover Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52143">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52143</a>	Walking	Dangerous for people walking across Drake on Stover, especially at night. Left turning traffic doesn't get a left turn arrow so have had a few near misses at night from left-turning cars. Needs improved lighting on the corners and ideally, left-turning cars held to turning with an arrow only.  More comprehensively, if Drake were narrowed to a 3-lane road, this would make an excellent roundabout candidate intersection.
Oct 30 21 03:26:01 pm	40.55024921	-105.0659198	619 Strachan Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52144">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52144</a>	Walking	No sidewalks on the north side of the street despite this being a primary pedestrian accessway for folks walking east to their neighborhood grocery store (Sprouts in Scotch Pines Shopping Center). Walking in the street usually leads to conflicts with cars, especially if folks have parked cars on-street.
Oct 30 21 03:26:49 pm	40.54958073	-105.0581038	1048 Strachan Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52145">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52145</a>	Walking	This is effectively a dead-end for people walking and biking, unless they're southbound off Strachan onto Lemay.
Oct 30 21 03:29:19 pm	40.54124047	-105.0675774	3314 Stover Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52146">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52146</a>	Walking	No safety features for people walking. Monroe is the corridor for folks who live to the east to walk/bike to Foothills Mall. Lack of safety/traffic calming features creates an unnecessary barrier because drivers tend to speed through here. Should be either a compact urban roundabout or 3-way stop with pedestrian bulbouts and raised crosswalks.
Oct 30 21 03:30:50 pm	40.54122009	-105.0700235	3491 Stanford Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52147">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52147</a>	Walking	3-sided intersections for people walking shouldn't be a thing. It doesn't allow for logical walking and reinforces the idea that people who walk are 2nd-class citizens. Add the crosswalk on the west side of the intersection.
Oct 30 21 03:32:28 pm	40.5412527	-105.0711071	3503 Stanford Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52148">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52148</a>	Walking	This intersection doesn't make any logical sense for folks on foot, and there's larger connectivity issues for people on foot on this side of Foothills. Narrow the roadway - the center turn lane isn't needed but sidewalks on both sides and ample pedestrian crossings are to facilitate access from the surrounding neighborhood.
Oct 30 21 03:34:51 pm	40.54088988	-105.0741434	255 East Monroe Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52149">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52149</a>	Walking	This is very awkward and unsafe for people walking, partially because there's only 1 crosswalk at the intersection. This intersection seems like it should have been a roundabout.
Oct 30 21 03:35:45 pm	40.53999709	-105.0699967	3521 Stanford Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52150">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52150</a>	Walking	No crosswalks - seems like this should be a roundabout. Despite having a major commercial center to the west and major housing center to the east, there's no logical connection here in between the two despite their proximity.
Oct 30 21 03:37:20 pm	40.53803617	-105.0659466	617 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52151">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52151</a>	Walking	Missing the east side crosswalk. Intersections should allow for logical walking and this one doesn't - anticipate all walking actions.
Oct 30 21 03:39:18 pm	40.53800355	-105.0636935	East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52152">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52152</a>	Biking	Street is way too wide and fast for a neighborhood and there's no buffer for the bike lane. Seems like this section of Horsetooth could benefit from a road diet to a 3-lane 30mph road with roundabouts at key intersections to help keep traffic moving slowly but smoothly and safer for everybody.

EXHIBIT A TO RESOLUTION 2023-086

<p><b>Item 17.</b> Oct 30 21 03:41:57 pm</p>	<p>40.53806878 -105.0714773</p>	<p>400 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52153">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52153</a></p>	<p>Biking</p>	<p>The bike lane disappears here right where people riding need it the most. Intersections are where most crashes occur and so bicycle (and pedestrian) infrastructure needs to be present the most, and hardened. A road diet on Horsetooth to 3-lanes, add roundabouts at key intersections, preserving some of the queuing space at College Ave, but adding hardened, protected bike lanes seems the best way to go here.</p>
<p>Oct 30 21 03:43:21 pm</p>	<p>40.53809324 -105.0778288</p>	<p>130 West Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52154">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52154</a></p>	<p>Biking</p>	<p>If there's not going to be an on-street bike lane here, at least widen the sidewalk to a 6-8 foot to ensure there's enough room for shared (likely 2-way) walking and biking traffic. The vehicle lanes are probably too wide anyway so you can probably "steal" some room from the travel lanes.</p>
<p>Oct 30 21 03:46:38 pm</p>	<p>40.52920519 -105.0706726</p>	<p>400 Boardwalk Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52155">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52155</a></p>	<p>Walking</p>	<p>This whole area of Boardwalk generally has poor pedestrian safety and traffic calming features. There's no crosswalks in this area for folks in the Troutman and Breakwater intersections to connect with other neighborhoods, neighborhood amenities, or commercial services. Adding some raised crosswalks and/or roundabouts would help calm traffic and increase neighborhood connectivity.</p>
<p>Oct 30 21 03:47:19 pm</p>	<p>40.5275253 -105.067336</p>	<p>4360 Boardwalk Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52156">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52156</a></p>	<p>Walking</p>	<p>No 3-sided crosswalks at 4-way intersections. People who walk are not 2nd class citizens.</p>
<p>Oct 30 21 03:51:02 pm</p>	<p>40.52664456 -105.0725234</p>	<p>4403 John F Kennedy Parkway, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52157">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52157</a></p>	<p>Walking</p>	<p>The entire section of JFK between Foothills and Harmony is a nightmare for anyone on foot. Despite there being multiple shopping centers and a grocery store to the west, and lots of housing to the east, there are 0 east-west crosswalks in this area and 0 traffic calming features. There need to probably be 1-2 roundabouts in the area and definitely raised crosswalks to even out the priorities to balance safety for ALL road users. As it stand now, nobody walks because it's dangerous and only a matter of time before FCPD blames some poor person without a choice for their own death because they "weren't in a crosswalk." What crosswalk?</p>
<p>Oct 30 21 04:00:30 pm</p>	<p>40.58006723 -105.0770348</p>	<p>602 South College Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52158">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52158</a></p>	<p>Walking</p>	<p>Long-term, I hope the goal is to extend the block-by-block connectivity that we retained in Old Town farther south and re-connect roads that got severed when we turned College Avenue into a highway. Myrtle Street carries a decent amount of east-west walking and biking traffic and the lack of a crossing here is notable.</p>
<p>Oct 30 21 04:02:07 pm</p>	<p>40.58004279 -105.0719655</p>	<p>603 Peterson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52159">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52159</a></p>	<p>Walking</p>	<p>No pedestrian safety features. A lot of people walk through this intersection and they could use some traffic safety help from drivers who are often speeding on this road due to the lack of calming features and high speeds on nearby Mulberry.</p>
<p>Oct 30 21 04:03:06 pm</p>	<p>40.57796081 -105.0719655</p>	<p>703 Peterson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52160">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52160</a></p>	<p>Walking</p>	<p>No engineering to support pedestrians, especially notable right next to a school. Needs pedestrian bulbouts, painted crosswalks, and stop bars for cars.</p>
<p>Oct 30 21 04:04:35 pm</p>	<p>40.578026 -105.074122</p>	<p>701 Mathews Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52161">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52161</a></p>	<p>Walking</p>	<p>This is an unsafe crossing for peds going north-south on Mathews (although not great for east-west traffic either). Drivers are often speeding and there's no safety infrastructure in any direction. Even if it's not switched to a 4-way stop sign, needs pedestrian bulbouts in all 4 directions and raised crosswalks to help slow down drivers and remind them they're in a neighborhood. Where's the Safe Routes to School person on this one?</p>
<p>Oct 30 21 04:06:15 pm</p>	<p>40.56865018 -105.0719655</p>	<p>1500 Peterson Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52162">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52162</a></p>	<p>Walking</p>	<p>Intersection could benefit from pedestrian bulbouts and improved street lighting.</p>
<p>Oct 30 21 04:09:02 pm</p>	<p>40.57194266 -105.0574601</p>	<p>1107 South Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52163">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52163</a></p>	<p>Walking</p>	<p>Not quite a public ROW issue, but aside from the emergency rooms on Doctor's Lane and Lemay, PVH has 0 pedestrian connections from public streets to their main entry on the east side. Maybe the City could work with them on a revised site plan?</p>
<p>Oct 30 21 04:11:42 pm</p>	<p>40.56974226 -105.0601101</p>	<p>1100 East Pitkin Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52164">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52164</a></p>	<p>Biking</p>	<p>There is wayfinding here for the Pitkin bikeway but it's easy to miss. Some improved features to help bicyclists to remember where they need to turn (especially eastbound cyclists) would be good. Also might not be a bad spot for traffic calming as drivers do tend to speed on Pitkin in this section. Maybe tightening up the intersection into a compact urban roundabout with some wayfinding for the bikeway would help?</p>
<p>Oct 30 21 04:14:04 pm</p>	<p>40.56911064 -105.0657588</p>	<p>800 East Lake Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52165">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52165</a></p>	<p>Walking</p>	<p>The pedestrian safety along the Leshner MS frontage leaves a lot to be desired. It's great for getting kids from parked cars to the front of the school, but for people walking around or to the school from the neighborhood, the after-dark lighting is marginal, and safety features at intersections marginal to non-existent. Could use a Safe Routes to School audit which would also benefit non-parent households in the neighborhood.</p>
<p>Oct 30 21 04:15:53 pm</p>	<p>40.56530455 -105.0581843</p>	<p>1635 South Lemay Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52166">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52166</a></p>	<p>Walking</p>	<p>At some point, the west-side connection from Lemay's sidewalk and bike lane should be improved here. There's conflicting uses between the driveway and the trail access, but I'd doubt the access is ADA compliant as it stands now.</p>
<p>Oct 30 21 04:18:58 pm</p>	<p>40.56706092 -105.052498</p>	<p>1337 East Prospect Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52167">http://ourcity.fcgov.com/tcpsps/maps/public-survey?reporting=true#marker-52167</a></p>	<p>Walking</p>	<p>Need to expand this to crosswalks on both sides of Welch across Prospect. For people walking, it's not logical, especially if they're headed to the commercial/office resources to the southwest, or headed to the Spring Creek Trail to be westbound. For people biking, it's incredibly awkward either direction, but especially southbound traffic (and actually creates a safety risk since drivers aren't typically expecting cyclists to be anywhere but the right-hand side of the road).</p>

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Oct 30 21 04:21:44 pm	40.56614403	-105.0450093	1685 Riverside Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52168">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52168</a>	Walking	Sidewalk missing on west side of Riverside between parking lot access and Erin Ct.
Oct 30 21 04:24:38 pm	40.5671954	-105.0449073	1831 East Prospect Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52169">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52169</a>	Walking	Slip lanes are deadly for pedestrians in all contexts - it's sad that FoCo's traffic engineers seem to love having them in nearly every context. They are good at keeping cars moving quickly, and bad for quite literally everything else. They have no business being next to a school - where's your Safe Routes to School staffer on this?
Oct 30 21 04:28:08 pm	40.56765588	-105.0449449	1678 Riverside Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52170">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52170</a>	Biking	Reinforcing other comment. Sharrows belong on local streets. Telling cyclists to "take the lane" on multi-lane collector and arterial streets is a safety cop-out because we all know there are too many drivers who will never respect a bicyclist's right to use the road. Riverside is overbuilt for its normal vehicle volume and can easily handle a road diet for improved safety and traffic calming.
Oct 30 21 04:29:08 pm	40.56242743	-105.0495797	1425 East Stuart Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52171">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52171</a>	Walking	Seems like there should be improved pedestrian safety features here considering this is the entrance to one of major city parks and there's a massive neighborhood to the south.
Oct 30 21 04:31:25 pm	40.54315238	-105.1081485	3225 Dunbar Avenue, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52172">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52172</a>	Walking	Seems like there should be some traffic-calming and pedestrian safety features here. Drivers tend to speed through on Dunbar and approach too quickly on Casa Grande. Crosswalks would help make it safer for folks to cross the street from the neighborhood to get to the park.
Oct 30 21 04:33:59 pm	40.56878465	-105.0959873	1412 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52173">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52173</a>	Walking	With this area densifying, the current 2-sided crosswalks on a 3-sided intersection is no longer defensible (it wasn't really before). This is an awkward intersection for anybody walking and needs the crosswalk on the south intersection face.
Oct 30 21 04:36:40 pm	40.56926142	-105.0959873	1408 South Shields Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52174">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52174</a>	Biking	There's a logical bikeway connection from Lake up to either Bennett (for Bennett ES) or Springfield (for the bikeway). Neither has a safe left-turn for bicyclists on Shields due to high traffic speeds and volume. One or both should have provisions made for left turning cyclists. Long-term, calm and narrow Shields so riders can just make a left like bikes should. Short-term, create a traffic light with sufficient queuing space for left-turning cyclists.
Oct 30 21 04:39:07 pm	40.56957111	-105.1151061	1497 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52175">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52175</a>	Biking	Springfield to Lake is a logical bicycle connection but there's no safe crossing across Taft Hill. Ideally, Taft would get narrowed to a 3-lane and you might use roundabouts to calm traffic and establish neighborhood connectivity across Taft. In the short term, creating a bike connection in this section of Taft between Springfield & Lake via some traffic signals might be a decent band-aid.
Oct 30 21 04:41:22 pm	40.58148914	-105.1150095	505 South Taft Hill Road, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52176">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52176</a>	Biking	The absence of bike facilities on this section of Taft is notable, considering the number of residents to the south and the Mulberry bikeway crossing through. Seems like a road diet would be helpful. Maybe a roundabout at Mulberry and Taft as well to calm traffic and keep traffic moving well with less road space to maintain?
Oct 30 21 04:54:45 pm	40.59214633	-105.0788051	190 Cherry Street, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52177">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52177</a>	Walking	Fairly unsafe to cross here despite RFB installation. Could benefit from adding crosswalk to the west side of the intersection (especially once the southwest empty lot develops) and adding pedestrian refuges to east and west sides.
Oct 30 21 04:56:36 pm	40.5921056	-105.0842392	329 North Sherwood Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52178">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52178</a>	Walking	This is a 4-way stop but hard to tell from the engineering which has a wide intersection - drivers tend to hit the intersection fast and ignore pedestrians. Should have painted crosswalks and pedestrian bulbouts.
Oct 30 21 04:58:06 pm	40.59215855	-105.0910735	339 Wood Street, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52179">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52179</a>	Walking	Based on the different types of users at this intersection, the lack of crosswalks or traffic calming features is notable. Crosswalks and pedestrian bulbouts would help significantly.
Oct 30 21 04:59:32 pm	40.58899742	-105.0912988	904 Laporte Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52180">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52180</a>	Walking	This intersection is awkward and dangerous for people walking or biking around the neighborhood. I know Laporte Ave improvements are coming soon - I hope that includes making collector-on-collector crossings like this safer via pedestrian bulbouts and crosswalks or, if it will fit, a pair of compact urban roundabouts (pseudo-figure eight).
Oct 30 21 05:01:05 pm	40.58896891	-105.0895607	207 North Grant Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52181">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52181</a>	Walking	Considering there's a K-8 educational center to the north, why is there no crosswalk here for Grant Ave?
Oct 30 21 05:04:06 pm	40.58896076	-105.087828	145 North Loomis Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52182">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52182</a>	Walking	The RFB system and curbing installed here was well-meaning but just didn't fix the underlying problem that the road is too wide (it doesn't need to be 3 lanes here) so driver compliance with the RFB is iffy, especially at night. Plus, the pedestrian facility doesn't respond to logical walking movements through a space like this. Intersection design with these offset connections is admittedly difficult - this one's close but not quite and likely needed to narrow Laporte down to 2-lanes so more logical pedestrian action could be accommodated.

Item 17.					EXHIBIT A TO RESOLUTION 2023-086
Oct 31 21 05:40:15 pm	40.55962353	-105.0795025	2161 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52199">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52199</a>	Transit	This MAX stop has really poor pedestrian and bike connections to the surrounding commercial venues and neighborhood to the east. I think all of the MAX stops could use a walkability audit to make sure there are clear, safe, and logical connections both to nearby commercial, office, and public venues, as well as to neighborhoods. This stop connects to the federal and CSU offices to the west reasonably well due to the overpass, and has middling access into the parking lot to the east. However, it's effectively inaccessible to anyone living in the South College Heights neighborhood to the east who may be trying to use Rutgers Ave to get there. That's partially because College is hostile/deadly to people walking in this stretch, and partially because the parking lot by Whole Foods has no logical connections for people on foot to get to the bus stop.
Oct 31 21 05:43:31 pm	40.5593138	-105.0769758	2115 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52200">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52200</a>	Walking	Due to the width & speed of College Ave, presence of the frontage road, and clearly ignored pedestrian safety, this intersection is effectively unwalkable, despite it being on obvious crossing for people walking and biking either to the shopping center on the west side of College, or the MAX station/Mason Trail. It's admittedly a tough one to engineer because of the complexity, but it's gotta be improved to be safe for people walking and biking through adding some pedestrian bulbouts and refuges in the public ROW and working with the shopping center owner to revise their site plan and create safe and logical walking connections through the parking lot.
Oct 31 21 05:45:48 pm	40.55752462	-105.0769812	2300 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52201">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52201</a>	Walking	This is a poor pedestrian crossing due to the width & speed of the intersection, and the lack of sidewalks on both sides of the parking lot access (west side). This could be a really powerful and easy walking connection from South College Heights subdivision into this neighborhood shopping center but College Ave functions as a concrete "canyon" in this section, effectively preventing all but the most desperate/committed from getting across the street without a car.
Oct 31 21 05:50:49 pm	40.58165618	-105.0914437	500 South Washington Avenue, Fort Collins, Colorado 80521, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52202">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52202</a>	Walking	The lack of crossings on both sides of Washington requires peds to add a crossing - while there's not a lot of conflicts, right turning traffic is moving fast. 3-sided intersections make pedestrians second-class street users and should be phased out, especially where you have a fully signalized crossing like this.
Nov 01 21 10:04:22 am	40.53774166	-105.0188845	3131 East Horsetooth Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52203">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52203</a>	Walking	No place for pedestrians when there is both eastbound and westbound vehicles present especially at the bridge
Nov 01 21 10:09:41 am	40.57765558	-105.0360749	South Timberline Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52204">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-52204</a>	Driving	Need a formal parking area for cars here. Or at least grade the area to get rid of the mud holes
Jan 26 22 06:26:29 am	40.55278448	-105.1150525	2067 West Drake Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56806">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56806</a>	Walking	This area generally needs greater attention regarding clearing of sidewalks after snow. It's very difficult to navigate during the first 24 to 48 hours after a snow event.
Jan 26 22 09:23:36 am	40.55280894	-105.1186252	2298 West Drake Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56807">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56807</a>	Biking	Bicyclists need more time to cross when the signal is actuated via the camera system, especially when there is a group of bicyclists. Make it similar to Yorkshire and Drake.
Jan 26 22 09:24:42 am	40.55328174	-105.114913	2597 South Taft Hill Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56808">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56808</a>	Transit	Bus stop and sidewalk need to be cleared of snow more quickly after snow events.
Jan 28 22 12:30:48 pm	40.5353291	-105.1150417	3800 South Taft Hill Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56853">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56853</a>	Walking	Students from multiple low-income housing complexes west of Taft need a place to cross Taft between Horsetooth and Harmony. It's too much to expect them to go to either of those intersections if they live midway between those intersections. A new bike-ped crossing at Taft and Imperial would serve this very large group of low-income residents. The students who will cross at this location attend Johnson Elementary and Webber Middle School. They travel east through the neighborhood east of Taft to Westfield Park and then on to Johnson and Webber.
Jan 28 22 12:36:41 pm	40.53806878	-105.1194406	Arizona, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56854">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56854</a>	Walking	An improved crossing is needed here for students walking from Timber Ridge to Olander Elementary School.
Jan 28 22 12:38:25 pm	40.54007455	-105.1150846	3596 South Taft Hill Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56855">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56855</a>	Walking	There is no traffic control of any kind at this intersection. Traffic on Taft Hill Rd. is fast-moving and heavy at times, resulting in dangerous crossings for pedestrians, cyclists, and automobiles. This intersection is frequently used by pedestrians and cyclists who have left Olander Elementary School and are heading into the Rossborough neighborhoods. At the very least, install a pedestrian/cyclist-activated crossing of the type that flashes amber when activated.
Jan 28 22 12:40:49 pm	40.54027023	-105.1151276	2048 Bronson Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56856">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56856</a>	Walking	Where: S. Taft Hill Rd. @ Bronson St. What is Wrong: There is no traffic control of any kind at this intersection. Traffic on Taft Hill Rd. is fast-moving and heavy at times resulting in dangerous crossings for pedestrians, cyclists, and automobiles turning onto Taft Hill from Bronson. Who Does This Affect: This intersection is frequently used by pedestrians and cyclists who have left Olander and are heading into the Rossborough neighborhoods. What Can Be Done: At the very least, install a pedestrian/cyclist-activated crossing of the type that flashes amber when activated.
Jan 28 22 12:45:28 pm	40.55253585	-105.0770456	102 East Drake Road, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56857">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56857</a>	Biking	This massive intersection is incredibly scary for bicyclists and pedestrians and virtually unusable for the entire youth population. There are too many lanes to cross, inadequate bike lanes on east and west sides, fast-moving traffic, etc. Please do whatever is possible to make this a usable intersection for youth, senior, and the rest of the population.
Jan 28 22	40.53812586	-105.1231152	3601 Platte Drive, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56858">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56858</a>	Walking	This crossing is frequently used by Olander Elementary School students/parents and anyone using the play structures or water park in Spring Canyon Park who live south of W Horsetooth Rd. The intersection has no traffic control to stop motorists, and cars cutting through the neighborhood to the south to avoid the intersection of Taft Hill Rd and Harmony Rd frequently speed down this section of road.

EXHIBIT A TO RESOLUTION 2023-086

Item 17.

Jan 28 22 01:11:57 pm	40.54565124	-105.0772333	3103 South College Avenue, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56860">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56860</a>	Biking	Could a green bike box be added for eastbound cyclists on Swallow at College? The bike lane ends before this intersection, and there is no indication of where bikes should be positioned.
Jan 28 22 01:18:41 pm	40.54532105	-105.0879836	3112 Colony Drive, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56862">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56862</a>	Biking	When the bike lane ends at this location (and many others around town), shouldn't there be a sharrow in the main travel lane to indicate that bicyclists must share the lane there?
Jan 28 22 01:19:53 pm	40.53787309	-105.0832629	3606 Manhattan Avenue, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56863">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56863</a>	Walking	There was a recent pedestrian fatality at this location. Are improvements warranted based on whatever caused that crash?
Jan 28 22 01:20:57 pm	40.54520284	-105.0827372	413 West Swallow Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56864">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56864</a>	Biking	Where the Mason Trail crosses W Swallow Rd, the crossing lights to stop cars seem too small/dim for the amount of visual clutter in this area. Bigger/brighter lights might be better here.
Jan 28 22 01:23:03 pm	40.54618931	-105.0959873	1102 West Swallow Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56865">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56865</a>	Biking	Can there be a sharrow and/or bike box in the main travel lane for westbound cyclists traveling on Swallow and crossing Shields?
Jan 28 22 01:26:07 pm	40.53806878	-105.1028538	3621 Seneca Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56866">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56866</a>	Biking	A video detection camera needs to be added to actuate signal for cyclists who are traveling on Seneca northbound and crossing Horsetooth.
Jan 28 22 01:31:11 pm	40.53250777	-105.0884557	636 Wabash Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56867">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56867</a>	Walking	A kindergartener was killed at this location. Is enough being done to fix this location to make it safer for kids?
Jan 28 22 01:41:03 pm	40.48834576	-105.0925112	7115 Sedgwick Drive, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56868">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56868</a>	Biking	Would be great to have a trail that connects Ridgewood Hills to the Long View Trail. Could also serve kids from Registry Ridge if they attend Coyote Ridge Elementary.
Jan 28 22 01:48:10 pm	40.52916441	-105.0960732	4301 South Shields Street, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56870">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56870</a>	Walking	There needs to be a crossing for people to get across Shields from Troutman.
Jan 28 22 01:49:29 pm	40.52829185	-105.1150846	4135 South Taft Hill Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56871">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56871</a>	Biking	Bicyclists/peds need a crossing here, at Taft and Brixton. Many schoolchildren use this location to cross Taft. Students at McGraw Elementary and Webber Middle School use the paved neighborhood path just to the southeast of this location, which goes under Harmony and lets out right at Webber MS.
Jan 31 22 09:40:49 am	40.53812993	-105.1029342	1497 West Horsetooth Road, Fort Collins, Colorado 80526, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56904">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-56904</a>	Walking	A pedestrian was hit by a car while crossing in the crosswalk on the west side of this intersection on Sunday, Jan. 30, 2022. Can there be an assessment of what caused the crash and possible new pedestrians protections put in place? For example, this seems like a good location for all traffic to be stopped on a red light while bikes/peds have a signal to cross Horsetooth (or Seneca). That would eliminate the chance of cars turning on a green light and striking a pedestrian in a crosswalk.
Feb 11 22 01:21:45 pm	40.59729507	-105.0110203	3557 Bear River Court, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57373">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57373</a>	Biking	This is a very useful way for Waterglen and houses from the east to access the Traverse Park area. But it's soft-surface and really lumpy rough grass. Pushing a wheelchair across it would be very uncomfortable for example. Great option to keep youth away from Vine Dr and stay inside the neighborhood.
Feb 11 22 01:53:26 pm	40.61586635	-105.0536138	Belmont Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57374">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57374</a>	Biking	Social trail here, probably used to get to school and cross neighborhoods.
Feb 11 22 01:56:21 pm	40.61826476	-105.0573421	1225 Gregory Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57375">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57375</a>	Walking	Need sidewalk or safe way to reach Tavelli Elem.
Feb 11 22 01:56:37 pm	40.61764175	-105.0585115	1020 Country Club Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57376">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57376</a>	Walking	Need sidewalk or safe way to reach Tavelli Elem.

Feb 11 22 01:57:40 pm	40.61721826	-105.0573099	2115 North Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57377">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57377</a>	Biking	Could use bike lane/sidewalk. And/or signage that bikes may use the lane.
Feb 11 22 01:57:57 pm	40.61769469	-105.0573689	1050 Country Club Road, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57378">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57378</a>	Biking	Could use signage that bikes may use the lane from all directions at this intersection
Feb 11 22 02:04:59 pm	40.60839773	-105.0575083	1461 North Lemay Avenue, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57379">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57379</a>	Walking	Safe family friend crossing would be appreciated here for park access.
Feb 11 22 02:17:38 pm	40.56292054	-105.0529593	1311 East Stuart Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57380">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57380</a>	Driving	During pickup, cars waiting completely block bike lane. Limits visibility of peds among all the cars.
Feb 11 22 02:19:51 pm	40.5659688	-105.0529808	1701 Welch Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57381">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57381</a>	Biking	Awkward connection of trail. Limited space for a group crossing.
Feb 11 22 02:23:56 pm	40.59606495	-105.0245225	2932 East Vine Drive, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57382">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57382</a>	Biking	Angle of crossing is super dangerous for bicycles. Possibly add paint to highlight the danger. There is a basic sign there, easy to miss.
Feb 11 22 02:26:03 pm	40.59613012	-105.0156927	3319 Green Lake Dr 1, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57383">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57383</a>	Biking	Need safe/off road path to carry youth to their middle school (Lincoln).
Feb 14 22 09:11:10 pm	40.56622146	-105.0532383	1519 Welch Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57467">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57467</a>	Biking	Westbound youth riders will likely use the crosswalk, traverse the bridge NB then left to rejoin trail. The visibility for and of WB traffic is not good if memory serves. WB traffic has very little time to see that the bridge is occupied and make a decision for example.
Feb 14 22 09:12:21 pm	40.56504374	-105.049746	1474 East Stuart Street, Fort Collins, Colorado 80525, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57468">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57468</a>	Biking	Would be nice to have bicycle access from the trail to/from this restroom without riding through the parking lot.
Feb 14 22 09:20:43 pm	40.5681245	-105.0440758	Rivendell School, 1800 E Prospect Rd, Fort Collins, Colorado 80524, United States <a href="http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57469">http://ourcity.fcgov.com/tcpps/maps/public-survey?reporting=true#marker-57469</a>	Biking	Alongside general comments about Riverside and bicycles. We have a school here - what desirable choices for field trips, parents, and/or youth to get into this area?

# APPENDIX B

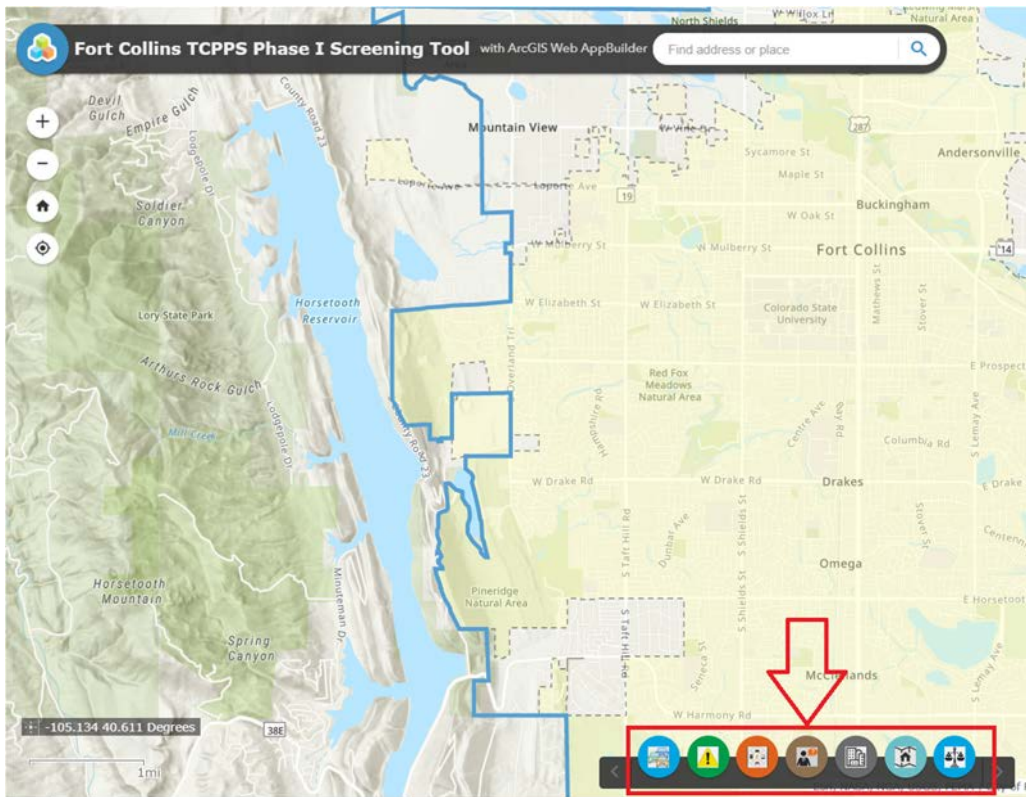
# GIS Users Manual

Table of Contents  
Screening Tool Instructions  
GIS Documentation




# City of Fort Collins TCPPS Phase I Screening Tool

1. To access the web map, go to:  
<https://olsson.maps.arcgis.com/apps/webappviewer/index.html?id=06f39e08758a4cb9bd4a50385a473b49>
2. The map will open with a disclaimer regarding the map and the data used to make the map. Read the disclaimer and select the OK button to proceed.
3. Once the web map opens, data layer viewing options can be found on the bottom of the screen. There are seven Layer widgets:



The widgets are categorized as follows:

- a.  **Congestion**
  - i. This includes Synchro data split by peak hour in the AM (Morning), MD (Mid-Day), and PM (Afternoon) and is displayed on the map as the Level of Service (LOS)
  - ii. The Level of Service (LOS) rating can be toggled on and off by peak hour, by the overall rating, and by specific directions of travel.



**b. Safety**

- i. Layers included are Level of Safety Service 3 and 4, Excess Crash Cost Trends, and the Excess Crash Costs. These were analyzed and produced by Fox-Tuttle and Olsson.



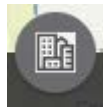
**c. Active Modes**

- i. The Active Modes layers are GIS shapefiles provided to Olsson by the City of Fort Collins. These layers were used in the Active Modes Plan.



**d. Public Input**

- i. Public Input layers were produced from the TCPPS Community Surveys and the Active Modes Plan Community Surveys. The comments from the TCPPS Community Surveys are categorized by mode of transportation: Driving Issue, Walking Issue, Biking Issue, and Transit Issue. The Active Modes Plan Public Input are categorized by concerns and destination by mode of transportation. These include Biking Concerns and Destinations, Skating/Scootering Concerns and Destinations, Walking/Wheelchair Concerns and Destinations, and Walking Concerns and Destinations.



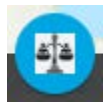
**e. Community**

- i. Community layers include Schools/Attendance Zones, Activity Centers, Hospitals, and the Land Use Structure Plan. The Community Layers were provided by the City of Fort Collins and the Poudre School District. The Community Activity Centers layer was developed from the City of Fort Collins City Plan.



**f. Planning Area**

- i. The Planning Area layers include Adjacent Planning Areas outside of the City of Fort Collins, the Fort Collins Growth Management Area (GMA), as well as Fort Collins City Limits. These layers were provided by the City of Fort Collins.

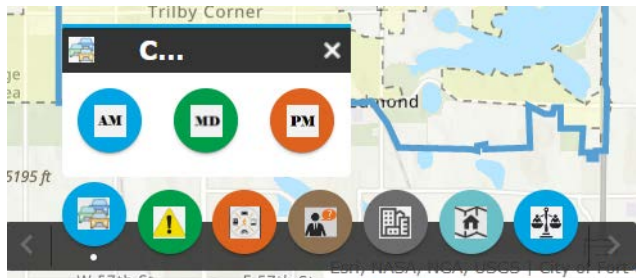


**g. Equity**

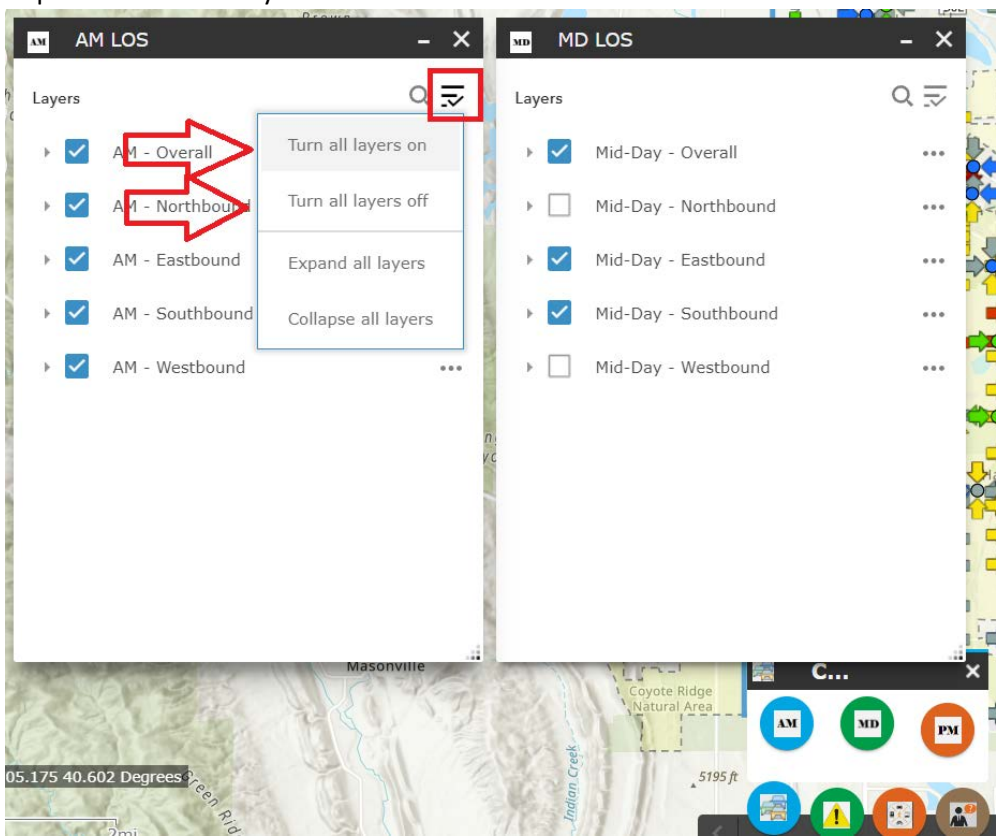
- i. The Health Equity Index displays compiled and ranked data and is intended to be used by decision makers as a tool to identify vulnerable communities. It is a weighted index, made up of two separately calculated scores to determine geographic areas of highest needs. This data was created and used in the Active Modes Plan.

4. A list of layer options display when clicking on a widget.

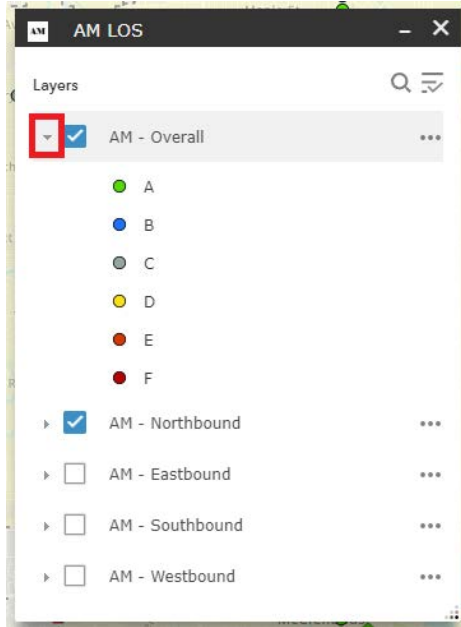
- a. Tip: multiple layer types can be opened simultaneously.



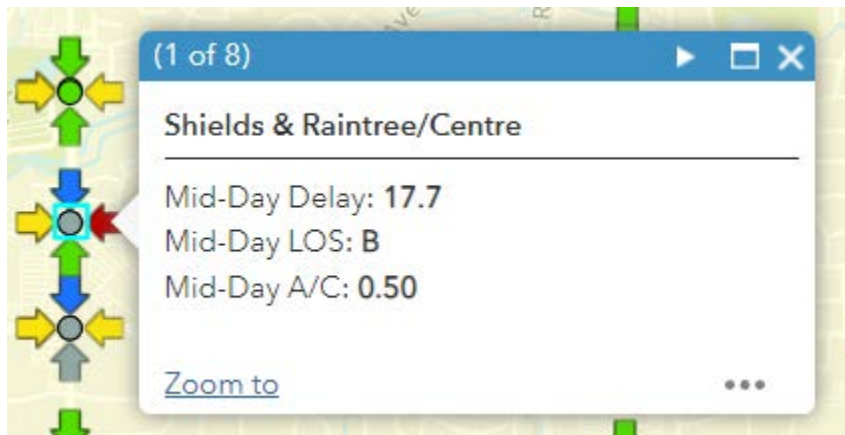
- 5. Once the group layer is open, each individual layer can be toggled on or off.
  - a. Tip: to turn all layers on or off, click on the upper right corner of the group and there are options to turn all layers on or off.



- b. To open and view the group layer, use the arrow drop down next to each individual layer to distinguish the symbology associated with the data.

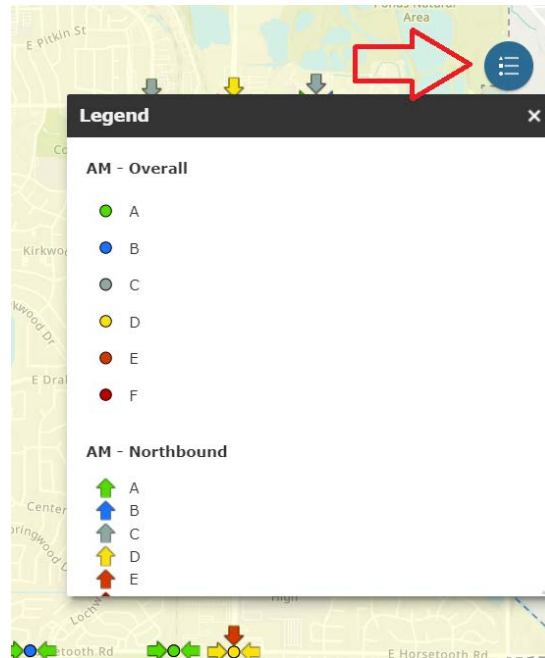


6. Click on points on the map to see the associated attributes for layers displayed.

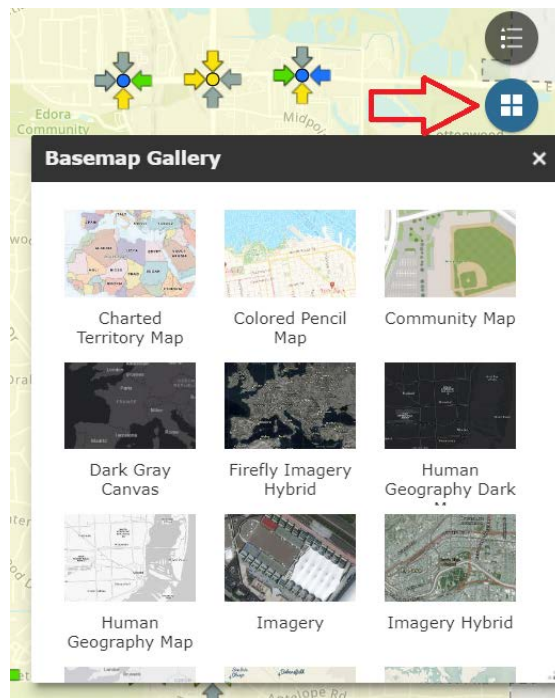


**Other Widgets**

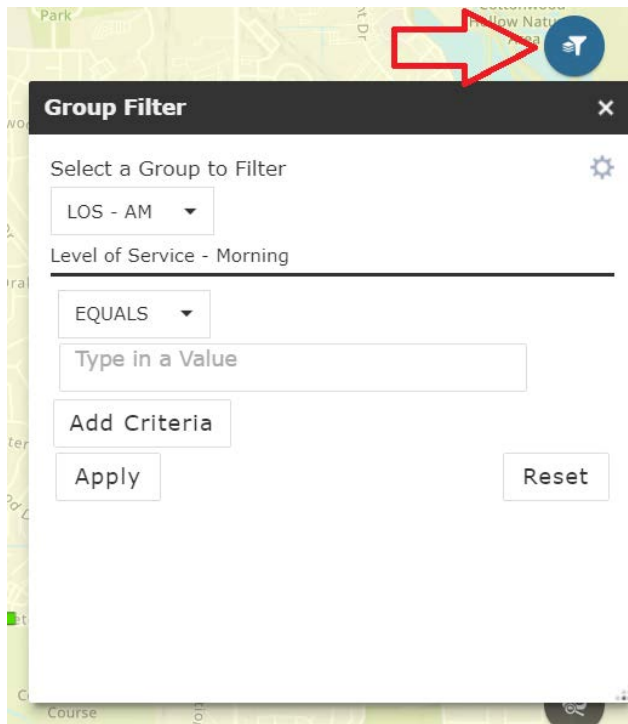
**Legend Widget** – Top button on the upper right side of the screen. The legend will only display the current layers that are turned on in the map.



**Base Map Widget** – Middle button on the upper right side of the screen. The Base Map widget allows users to switch between base maps. The default will always be set to Topographic.



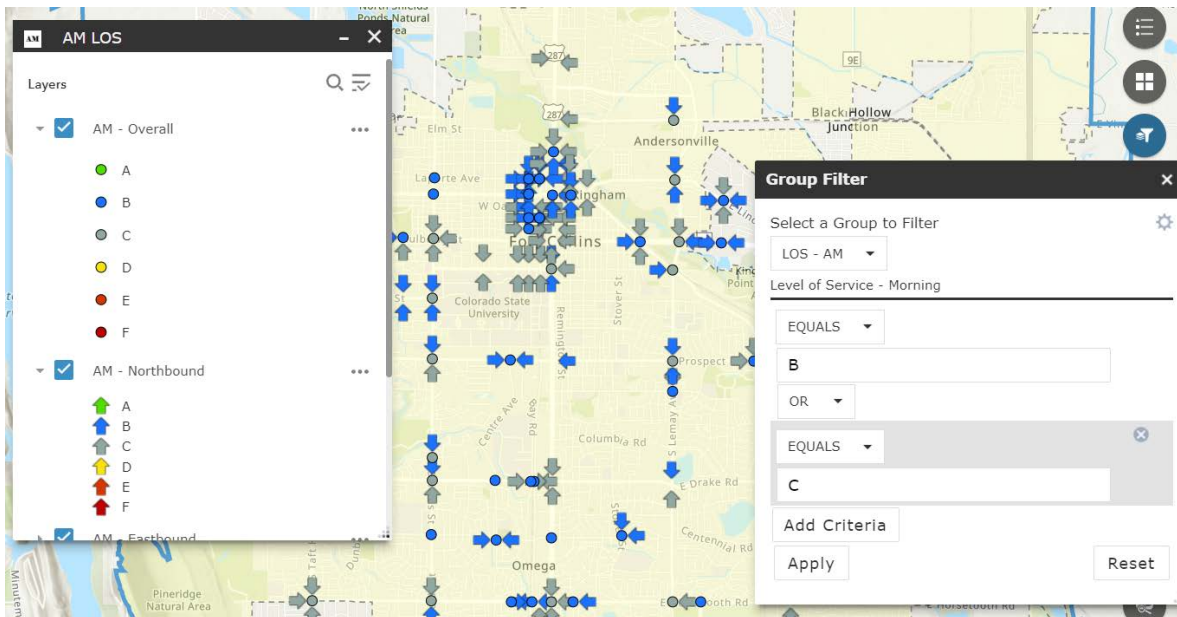
**Group Filter Widget** – Bottom button on upper right side of the screen. The Group Filter Widget is configured to filter on various Congestion and Safety layers. Congestion and Safety layers can be selected on the drop down and a filter can be applied based on the user's needs. Click the Apply button to filter the values. If the filter needs to be cleared, click the Reset button.



Example of the Group Filter use:

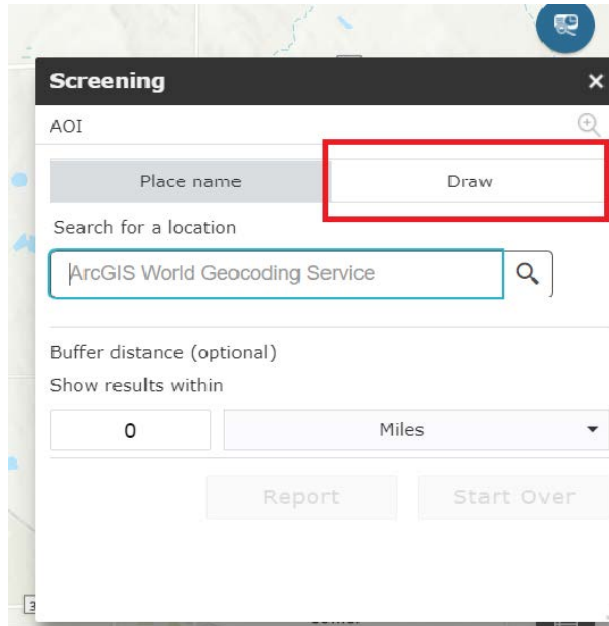
Engineer Joe wants to see all the morning Level of Service ratings of “B” and “C”. Joe chooses “LOS – AM” from the Group Filter dropdown. Then chooses “EQUALS”, types “B”, chooses “OR”, chooses “EQUALS”, types in “C” and click on “Apply”. The map now only shows the LOS values that are rated “B” or “C”.

Note: The Filter widget only works on the layers that are currently turned on in the map.

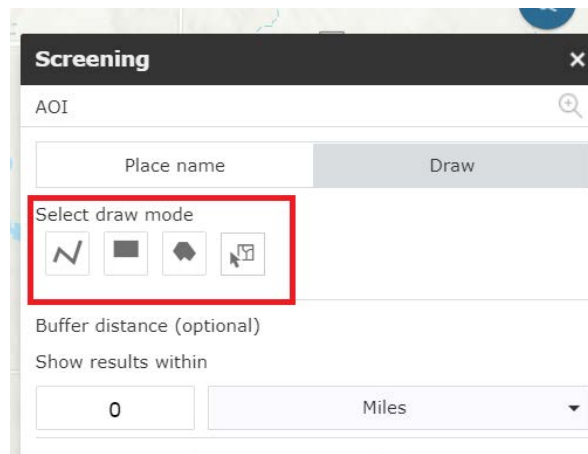


**Screening Widget** – Bottom button on lower right side of the screen. The Screening widget can be used to select portions of the city and create a summarized report of all the mapped layers within the selection. Tip: Layers must be turned on to be included in the screening report.

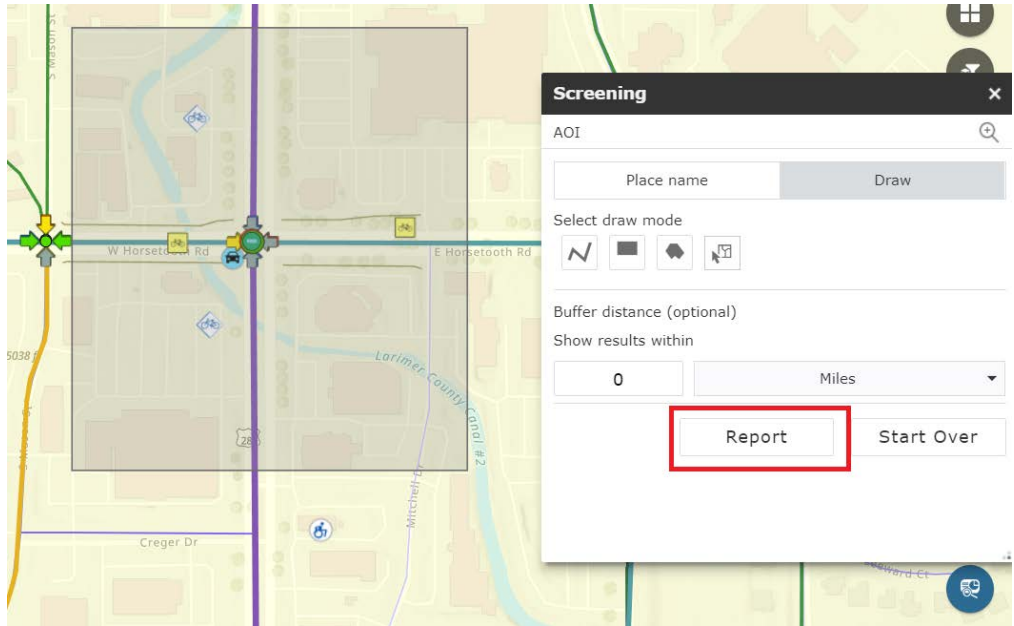
To use the Screening widget, click on the widget button to open it. Click the Draw button to draw an area around a section of the map.



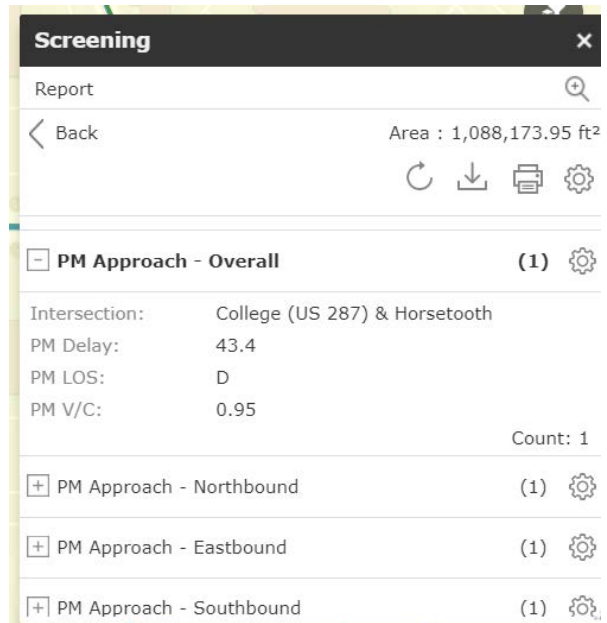
Under the “Select Draw Mode”, choose the draw type.



Draw a box/area over the area of interest by clicking and dragging the cursor across the screen. Then click on the “Report” button. If the area needs to be redrawn, click the “Start Over” button.

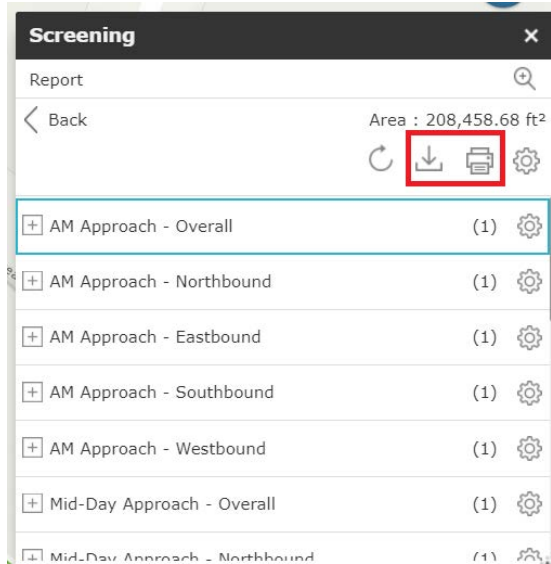


After clicking on the Report button, a list will appear of all the selected features within the area that was drawn. Click on the '+' and '-' icons to maximize or minimize the selected information.

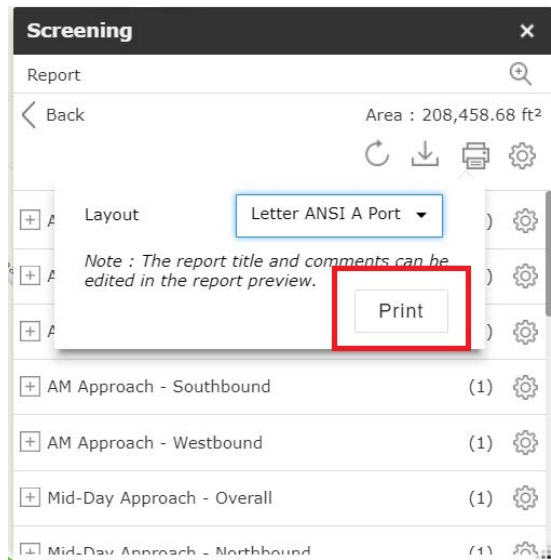


There are options to download or print a summary of the selected features. If the selected features are downloaded, they will download as a CSV file. Note: each layer will download as a separate CSV.

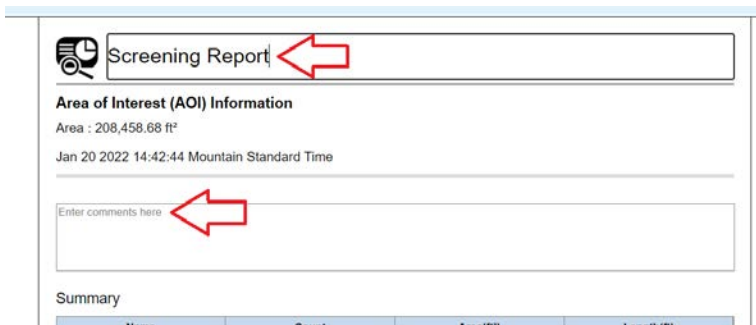




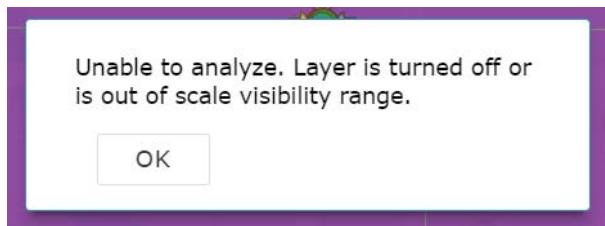
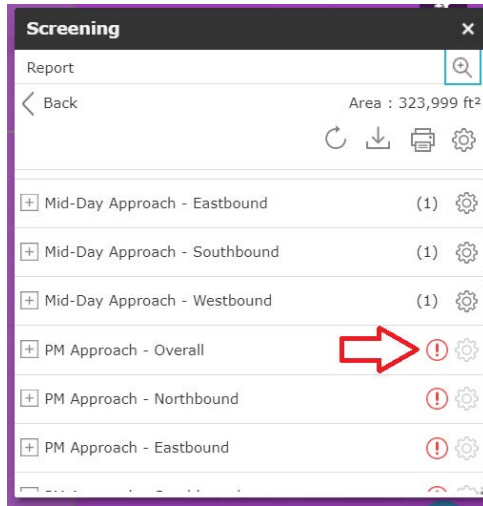
To see a PDF version of the report, click the Printer icon, then click the Print button once a layout is selected.



A PDF report will be generated. Custom text can be added to the title box and additional comment text can be added.



Note: The Screening widget only works on layers that are currently turned on. If a layer is not turned on, a red exclamation point will be displayed and error message saying the layer is unable to be analyzed.



**Screening Tool Data Layer Sources**

- **Signalized Level of Service (LOS);** Fox-Tuttle and Olsson, 2021
- **Level of Service of Safety (LOSS);** Fox-Tuttle and Olsson, 2021
- **Excess Crash Cost and Trends;** Olsson, 2021
- **Delay Cost Rank;** Olsson, 2021
- **Master Street Plan: Intersections;** City of Fort Collins; 2019 Fort Collins City Plan.
- **Master Street Plan: Roads;** City of Fort Collins; 2019 Fort Collins City Plan
- **Bus Routes;** City of Fort Collins; 2019 Fort Collins City Plan
- **Bicycle Network – Full Build Plan;** City of Fort Collins; 2019 Fort Collins City Plan
- **Multiuse Trail–** City of Fort Collins; 2019 Fort Collins City Plan
- **Planned Trail;** City of Fort Collins; 2019 Fort Collins City Plan
- **Pedestrian Priority Areas;** City of Fort Collins; 2019 Fort Collins City Plan
- **Poudre School District – Schools;** Poudre School District, 2022
- **Community Activity Centers;** Olsson. Created from 2019 Fort Collins City Plan
- **Hospitals;** U.S. Homeland Infrastructure Foundation Level Data (HIFLD), 2021.
- **Structure Plan – Land Use;** City of Fort Collins; 2019 Fort Collins City Plan
- **Elementary School Attendance Zones;** Poudre School District, 2022
- **Middle School Attendance Zones;** Poudre School District, 2022
- **High School Attendance Zones;** Poudre School District, 2022
- **Adjacent Planning Areas;** City of Fort Collins; 2019 Fort Collins City Plan

**Other Data References**

- Fort Collins City Plan Document: [city-plan.pdf \(fcgov.com\)](#)
- Fort Collins Active Modes Plan Health Equity Index, provided by Toole Design
- Fox-Tuttle TCPPS LOS Summary and Tier One Prioritization Screening Tabular Data

# City of Fort Collins TCPPS Congestion and Safety GIS Layers

Olsson performed various GIS analysis with datasets provided by Fox Tuttle and the City of Fort Collins. These datasets were in tabular and spatial format which included information regarding traffic volumes, City streets, and intersections.

## Datasets

Dataset	Format	Source
TCPPS_LOS_Summary_Revised for GIS_07222021	Tabular	Fox-Tuttle
Top 50 Locations – Tier One Prioritization Screening	Spatial (shapefile)	Fox-Tuttle
TCPPS_1 <sup>st</sup> Tier High Level Summary_DRAFT 08_17_21	Tabular	Fox Tuttle
AM 2020_UTDF full file_AEL	Tabular	Fox Tuttle

The tabular datasets were cleaned and organized and brought into GIS on a 1:1 join. The tables generated from this join and production within GIS are listed below:

## GIS Join Tables

Dataset	Associated Table	Source
Signalized Level of Service (LOS)	210819_TFTC_TCPPS Crash and LOSS data	Olsson
Tier 1 Intersection Screening	210817_TFTC_TCPPS Tier 1 rank sheets	Olsson
Excess Crash Cost	210819_TFTC_TCPPS Crash and LOSS data	Olsson
Delay Cost Rank	210907_TFTC_TCPPS Delay Cost Rank.xlsx	Olsson
2020 UTDT Nodes	210624_2020_UTDT_Nodes.csv	Olsson

## GIS Processes

### **2020 UTDT Nodes (Syncro Intersection Nodes)**

- The Node Data was taken from the AM 2020\_UTDF full file, which is raw Syncro data. The Node fields were extracted out, including: "INTID", "TYPE", "X", and "Y". Next, those extracted nodes were put into a new Excel file and saved as 2020\_UTDT\_Nodes.csv.
- Imported 2020 UTDT Nodes table into GIS.
- Plotted the points based on the "X" and "Y" field.
- Created a new shapefile called FtCollins\_2020\_IntersectionNodes\_210902.

Dataset Created: FtCollins\_2020\_IntersectionNodes\_210902

Note: There are more intersections in this feature class than was used in this Study.

### ***Level of Service***

#### Datasets Used:

- TCPPS\_LOSS\_Summary\_Revised for GIS\_07222021
- FtCollins\_2020\_IntersectionNodes\_210902

#### GIS Process:

1. Join Tabular LOSS data with points shapefile
2. Export as new point feature class in .gdb
3. Query into separate layers by Peak Hour: AM, MD, and PM
4. Symbolize based on provided color ranking scale
5. Create polygon feature class and section dataset to provide series extents

Dataset Created: FtCollins\_LOSSummary\_210902

#### Associated Layer files:

- Approach LOS\_All
- Approach LOS\_EB
- Approach LOS\_NB
- Approach LOS\_SB
- Approach LOS\_WB

#### Associated Maps:

- 210819\_TFTC\_AM Peak Hour LOS figure series
- 210819\_TFTC\_MD Peak Hour LOS figure series
- 210819\_TFTC\_PM Peak Hour LOS figure series

### ***Tier One Intersection Screenings***

#### Datasets Used:

- 210817\_TFTC\_TCPPS Tier 1 rank sheets
- FtCollins\_2020\_IntersectionNodes\_210902

#### GIS Process:

1. Join Tabular LOSS data with Intersection Nodes point shapefile
2. Export as new point feature class in .gdb
3. Query into separate maps by screening factor: 1:1, 1:2, and 1:5
4. Create figures that reflect rank by number and color scale

#### Dataset Created:

- FtCollins\_ExcessCrash\_210902
- FtCollins\_TCPPSWeightingExample\_210902

Item 17.

Associated Layer files:

- Excess Crash
- TCPPS Weighting

Associated Maps:

- 210818\_Tier1 Intersection Screening\_1to1
- 210818\_Tier1 Intersection Screening\_1to2
- 210818\_Tier1 Intersection Screening\_1to5

# APPENDIX C

# Crash & Safety Analysis

Table of Contents

Peak Hour Delay Reduction for Capital Projects w/ Capacity Improvements

Crash Reduction Calculations

Transportation Capital Project Prioritization Study  
 Peak Hour Delay Reduction for Capital Projects w/Capacity Improvements

Intersection ID	Intersection	Peak Hour Delay Reduction (Average of All Peak Hours)	AM Peak Hour												Midday Peak Hour								PM Peak Hour												
			Overall LOS and v/c			Approach LOS				Overall LOS and v/c			Approach LOS				Overall LOS and v/c			Approach LOS															
						1		2					3		4					1		2		3		4									
			Delay(s)	LOS	v/c	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	v/c	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS							
5	College (US 287) & Drake	-8.4	37.8	D	0.74	27.8	C	67.3	E	32.1	C	27.7	C	36.0	D	0.71	97.1	F	45.2	D	20.4	C	15.4	B	60.3	E	0.98	59.2	E	86.7	F	61.0	E	48.0	D
	w/Improvements	-8.4	30.9	C	0.72	26.2	C	43.8	D	32.4	C	20.9	C	28.4	C	0.69	55.8	E	47.2	D	19.7	B	14.2	B	49.6	D	0.93	57.2	E	70.1	E	57.8	E	30.2	C
	Peak Hour Delay Reduction	-6.9			-1.6		-23.5		0.3		-6.8		-7.6			-41.3		2.0		-0.7		-1.2		-10.7			-2.0		-16.6		-3.2		-17.8		
47	Shields & Prospect	-5.1	33.3	C	0.75	45.0	D	50.6	D	25.8	C	17.5	B	24.5	C	0.56	43.3	D	48.1	D	9.2	A	7.8	A	53.2	D	0.94	45.8	D	109.3	F	29.4	C	28.7	C
	w/Improvements	-5.1	33.4	C	0.74	44.8	D	52.1	D	25.8	C	17.5	B	25.7	C	0.51	47.5	D	53.5	D	7.3	A	6.3	A	36.7	D	0.85	45.8	D	49.0	D	28.4	C	27.9	C
	Peak Hour Delay Reduction	0.1			-0.2		1.5		0.0		0.0		1.2			4.2		5.4		-1.9		-1.5		-16.5			0.0		-60.3		-1.0		-0.8		
64	Lemay & Drake	-6.0	39.8	D	0.87	46.1	D	64.7	E	27.0	C	17.9	B	36.9	D	0.76	43.9	D	57.5	E	29.0	C	20.9	C	56.9	E	1.02	95.4	F	67.0	E	35.2	D	35.0	C
	w/Improvements	-6.0	36.3	D	0.87	45.9	D	53.0	D	26.9	C	16.7	B	35.5	D	0.68	43.9	D	51.8	D	28.8	C	20.6	C	43.9	D	0.92	37.7	D	49.1	D	50.4	D	40.5	D
	Peak Hour Delay Reduction	-3.5			-0.2		-11.7		-0.1		-1.2		-1.4			0.0		-5.7		-0.2		-0.3		-13.0			-57.7		-17.9		15.2		5.5		
94	Timberline & Prospect	-2.0	37.3	D	0.76	48.3	D	24.3	C	31.3	C	48.4	D	36.2	D	0.69	51.7	D	26.4	C	27.1	C	40.5	D	49.9	D	0.89	35.8	D	35.0	C	65.5	E	73.3	E
	w/Improvements	-2.0	35.8	D	0.70	43.8	D	23.3	C	32.8	C	15.7	B	35.3	D	0.64	47.6	D	25.7	C	29.3	C	38.5	D	46.4	D	0.83	33.6	C	34.0	C	63.7	E	59.7	E
	Peak Hour Delay Reduction	-1.5			-4.5		-1.0		1.5		-32.7		-0.9			-4.1		-0.7		2.2		-2.0		-3.5			-2.2		-1.0		-1.8		-13.6		
95	Timberline & Horsetooth	-2.7	44.1	D	0.84	44.0	D	46.8	D	32.0	C	56.2	E	35.3	D	0.61	35.0	C	39.4	D	21.4	C	48.0	D	38.1	D	0.81	49.6	D	57.6	E	26.8	C	29.4	C
	w/Improvements	-2.7	40.9	D	0.71	44.0	D	46.8	D	24.5	C	53.1	D	34.0	C	0.53	35.0	C	39.4	D	19.2	B	45.8	D	34.5	C	0.7	39.2	D	50.0	D	27.2	C	29.6	C
	Peak Hour Delay Reduction	-3.2			0.0		0.0		-7.5		-3.1		-1.3			0.0		0.0		-2.2		-2.2		-3.6			-10.4		-7.6		0.4		0.2		
97	Timberline & Harmony	-6.9	42.9	D	1.00	28.5	C	41.3	D	57.6	E	49.4	D	34.9	C	0.8	30.2	C	25.5	C	46.3	D	50.2	D	53.0	D	1.01	38.1	D	25.9	C	69.7	E	98.6	F
	w/Improvements	-6.9	37.7	D	0.91	24.4	C	35.3	D	46.1	D	50.9	D	33.2	C	0.75	26.7	C	23.7	C	45.7	D	50.6	D	39.2	D	0.93	34.9	C	24.4	C	50.0	D	56.8	E
	Peak Hour Delay Reduction	-5.2			-4.1		-6.0		-11.5		1.5		-1.7			-3.5		-1.8		-0.6		0.4		-13.8			-3.2		-1.5		-19.7		-41.8		
101	Shields & Horsetooth	2.2	28.3	C	0.84	47.0	D	45.9	D	16.8	B	21.0	C	21.6	C	0.58	43.8	D	39.2	D	10.1	B	11.0	B	32.6	C	0.87	43.1	D	43.3	D	25.5	C	27.8	C
	w/Improvements	2.2	30.0	C	0.88	46.5	D	30.2	C	19.3	B	30.4	C	25.1	C	0.6	43.8	D	31.5	C	16.6	B	20.1	C	34.0	C	0.9	50.0	D	45.3	D	25.8	C	27.4	C
	Peak Hour Delay Reduction	1.7			-0.5		-15.7		2.5		9.4		3.5			0.0		-7.7		6.5		9.1		1.4			6.9		2.0		0.3		-0.4		
109	Hogan/JFK & Harmony	-6.7	12.7	B	0.55	7.8	A	10.6	B	51.5	D	48.2	D	11.1	B	0.49	6.3	A	7.9	A	57.2	E	50.6	D	37.5	D	0.87	18.5	B	22.3	C	56.4	E	102.0	F
	w/Improvements	-6.7	9.6	A	0.53	4.6	A	8.2	A	51.9	D	41.3	D	10.0	A	0.48	6.2	A	6.8	A	57.5	E	44.9	D	21.7	C	0.85	17.0	B	7.3	A	55.9	E	57.4	E
	Peak Hour Delay Reduction	-3.1			-3.2		-2.4		0.4		-6.9		-1.1			-0.1		-1.1		0.3		-5.7		-15.8			-1.5		-15.0		-0.5		-44.6		
150	Prospect & Summit View (Prospect Corridor from Sharp Point to I-25)	-4.2	9.5	A	0.82	1.3	A	12.3	B	30.0	C	30.0	C	6.6	A	0.46	5.9	A	3.4	A	44.2	D	44.2	D	5.4	A	0.63	5.5	A	4.7	A	53.8	D	11.9	B
	w/Improvements	-4.2	3.6	A	0.44	0.3	A	2.9	A	30.0	C	30.0	C	3.8	A	0.25	1.5	A	1.9	A	44.2	D	44.2	D	1.5	A	0.33	0.5	A	1.9	A	53.8	D	11.9	B
	Peak Hour Delay Reduction	-5.9			-1.0		-9.4		0.0		0.0		-2.8			-4.4		-1.5		0.0		0.0		-3.9			-5.0		-2.8		0.0		0.0		
169	Timberline & Carpenter	-1.5	31.6	C	0.92	21.2	C	33.2	C	42.4	D	34.9	C	15.5	B	0.55	11.4	B	18.4	B	21.2	C	13.9	B	29.9	C	0.86	23.5	C	32.1	C	37.3	D	28.7	C
	w/Improvements	-1.5	30.3	C	0.92	21.2	C	28.4	C	42.4	D	34.9	C	14.2	B	0.55	11.4	B	14.1	B	21.2	C	13.9	B	27.9	C	0.86	23.5	C	26.9	C	37.3	D	28.7	C
	Peak Hour Delay Reduction	-1.3			0.0		-4.8		0.0		0.0		-1.3			0.0		-4.3		0.0		0.0		-2.0			0.0		-5.2		0.0		0.0		



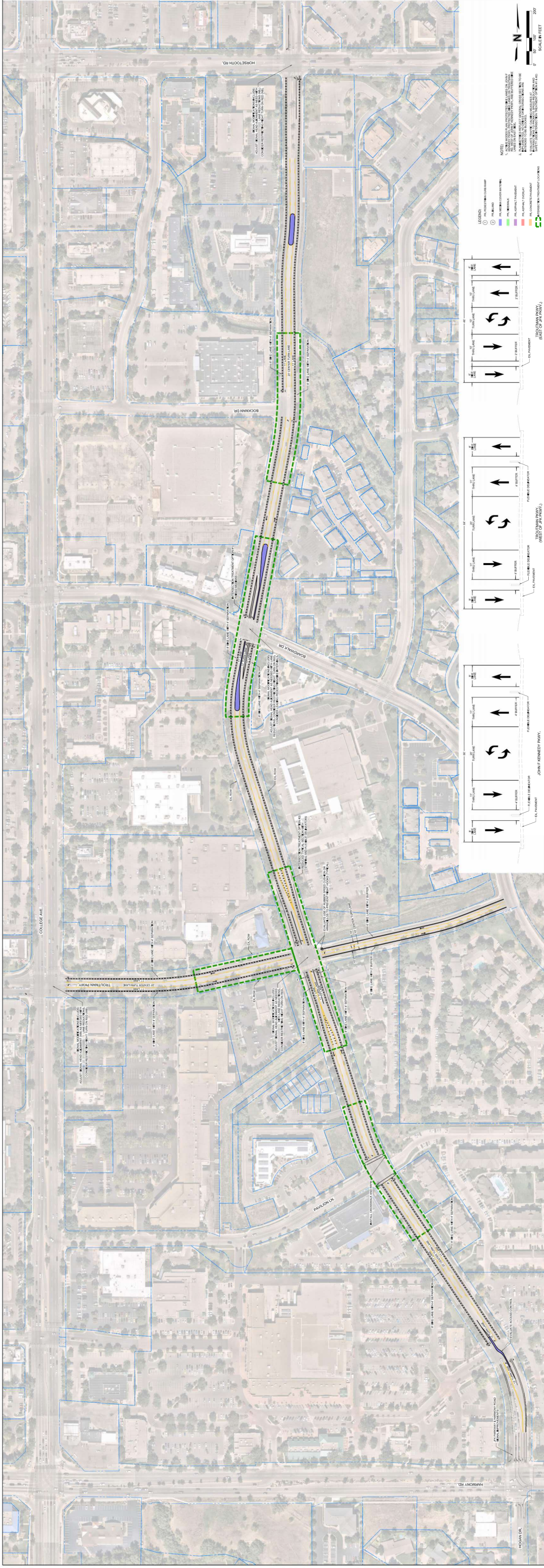
**Crash Reduction Calculations**

Project	Segment	Safety Improvement	CMF	# Total Applicable Crashes <sup>(1)</sup>	# Reduced Crashes	Notes	CMF Countermeasure
Lemay & Drake	n/a	Straighten EB approach curve	0.92	0	0.0	No crashes potentially attributable to existing curve identified	"Change horizontal curve radius from X to Y (feet)" (WANG ET AL., 2018)
		Access control S leg	0.77	25	5.8		"Replace TWLTL with raised median" (MAUGA AND KASEKO, 2010)
		Access control Edinburgh	--	7	7.0	7 left-turn crashes that would have been eliminated	
		<b>Total</b>			<b>12.8</b>		
Shields & Prospect	n/a	Add WB right-turn decel lane w/overlap signal	0.7	18	5.0	Apply to WB rear end crashes	"Install right-turn lane" (ALE ET AL., 2014)
		Consider SB protected-only LT operation	0.01	20	20	Apply to SB left-turn right-angle crashes; consider added delay/queue w/protected-only	"Change from permitted or permitted-protected to protected" (HARKLEY ET AL., 2008)
		<b>Total</b>			<b>25.0</b>		
Shields & Horsetooth	n/a	Extend SB LT storage, protected-only SB LT	0.01	22	22	Apply to SB left-turn right-angle crashes; consider added delay/queue w/protected-only	"Change from permitted or permitted-protected to protected" (HARKLEY ET AL., 2008)
		Restrict left-turns w/ median at Richmond/Shields	n/a	12	12	Apply to side-street (6) and main-street (6) left-turn crashes; consider access impacts	"Change from permitted or permitted-protected to protected" (HARKLEY ET AL., 2008)
		<b>Total</b>			<b>34.0</b>		
Boardwalk & Harmony	n/a	Improve NB signal head alignment	0.79	18	3.8	Apply to NB rear-end crashes	"Improve Signal Visibility" (EL-BASYOUNY AND SAYED, 2011)
		Add LT side-of-pole heads	n/a	0.0	0.0		None
		Upgrade NB & SB LT to FYA	0.838	28	4.5	Apply to NB/SB approach turn crashes	"Change from 5-section "doghouse" protected/permissive left turn to flashing yellow arrow protected/permissive left turn" (SIMPSON AND TROY, 2015)
		<b>Total</b>			<b>8.3</b>		
Overland & Elizabeth	n/a	Convert from side-street stop control to roundabout	0.28	25	18.0	Apply to all crashes	"Conversion of stop-controlled intersection into single-lane roundabout" (PERSAUD ET AL., 2001)
Shields & Plum	n/a	Protected intersection	n/a	7	7.0	Reduce by bike & ped crashes	None
Heatheridge & Prospect	n/a	Replace existing HAWK with full, three-leg traffic signal	n/a	5	5.0	Reduce by side-street turn crashes	None
		Consider raised median/ped refuge on west leg	n/a	0	0	No ped crashes, no reduction	None
		<b>Total</b>			<b>5.0</b>		
Timberline & Carpenter	n/a	Extend WB right-turn decel lane	0.93	24	1.7	Existing 250' total length; increase to ≥ 500' total length (CDOT)	"Extend deceleration lane by approx. 100 ft" (closest CMF has); (ELVIK, R. AND VAA, T., 2004); apply to WB approach crashes (right and through)
		Extend EB left-turn decel lane	0.93	41	2.9	Existing 155' total length; assume min. increase to CDOT Access Code 435' per 45 mph	"Extend deceleration lane by approx. 100 ft" (closest CMF has); (ELVIK, R. AND VAA, T., 2004); apply to EB approach crashes (left and through)
		<b>Total</b>			<b>4.6</b>		
Prospect Corridor	Sharp Point to I-25	Widen to 5-lane cross-section	0.76	18	4.3	Apply to all crashes (Prospect/Summitview)	"Install an additional lane" (DIXON ET AL, 2016)
Taft Hill Corridor Improvements	LC Landfill to Fromme Prairie	Add shoulders/widen existing shoulders	0.771	39	8.9	Assume widen 4' to 10' on average	"Widen shoulder" (PARK ET AL., 2014); apply to all crashes
		Improve animal crossing/warning signage	0.65	11	7.0	Apply to any animal crossing crashes	"Install advance warning signs (positive guidance)" (POLANIS, 1999)
		<b>Total</b>			<b>15.9</b>		
Drake Road Diet	Overland Trail to Taft	Road Diet	0.53	28	13.2	Apply to all crashes on Drake	"Converting four-lane roadways to three-lane roadways with center turn lane (road diet)" (PERSAUD ET. AL, 2010)
JFK Road Diet	Harmony to Horsetooth	Road Diet	0.53	60	28.2	Apply to all crashes on JFK	"Converting four-lane roadways to three-lane roadways with center turn lane (road diet)" (PERSAUD ET. AL, 2010)
Riverside Avenue Road Diet	Lemay to Prospect	Road Diet	0.53	44	20.7	Apply to all crashes on Riverside	"Converting four-lane roadways to three-lane roadways with center turn lane (road diet)" (PERSAUD ET. AL, 2010)
Troutman Corridor Improvements	Mason to Boardwalk	Road Diet	0.53	40	18.8	Apply to all crashes on Troutman	"Converting four-lane roadways to three-lane roadways with center turn lane (road diet)" (PERSAUD ET. AL, 2010)
Shields Road Diet	Mulberry to Mountain	Road Diet	0.53	6	2.8	Apply to all crashes on Shields	"Converting four-lane roadways to three-lane roadways with center turn lane (road diet)" (PERSAUD ET. AL, 2010)
Ziegler Road Diet	Rock Creek to Harmony	Road Diet	0.53	7	3.29	Apply to all crashes on Ziegler	"Converting four-lane roadways to three-lane roadways with center turn lane (road diet)" (PERSAUD ET. AL, 2010)

(1) Applicable crashes from Jan 2015 to Aug 2020

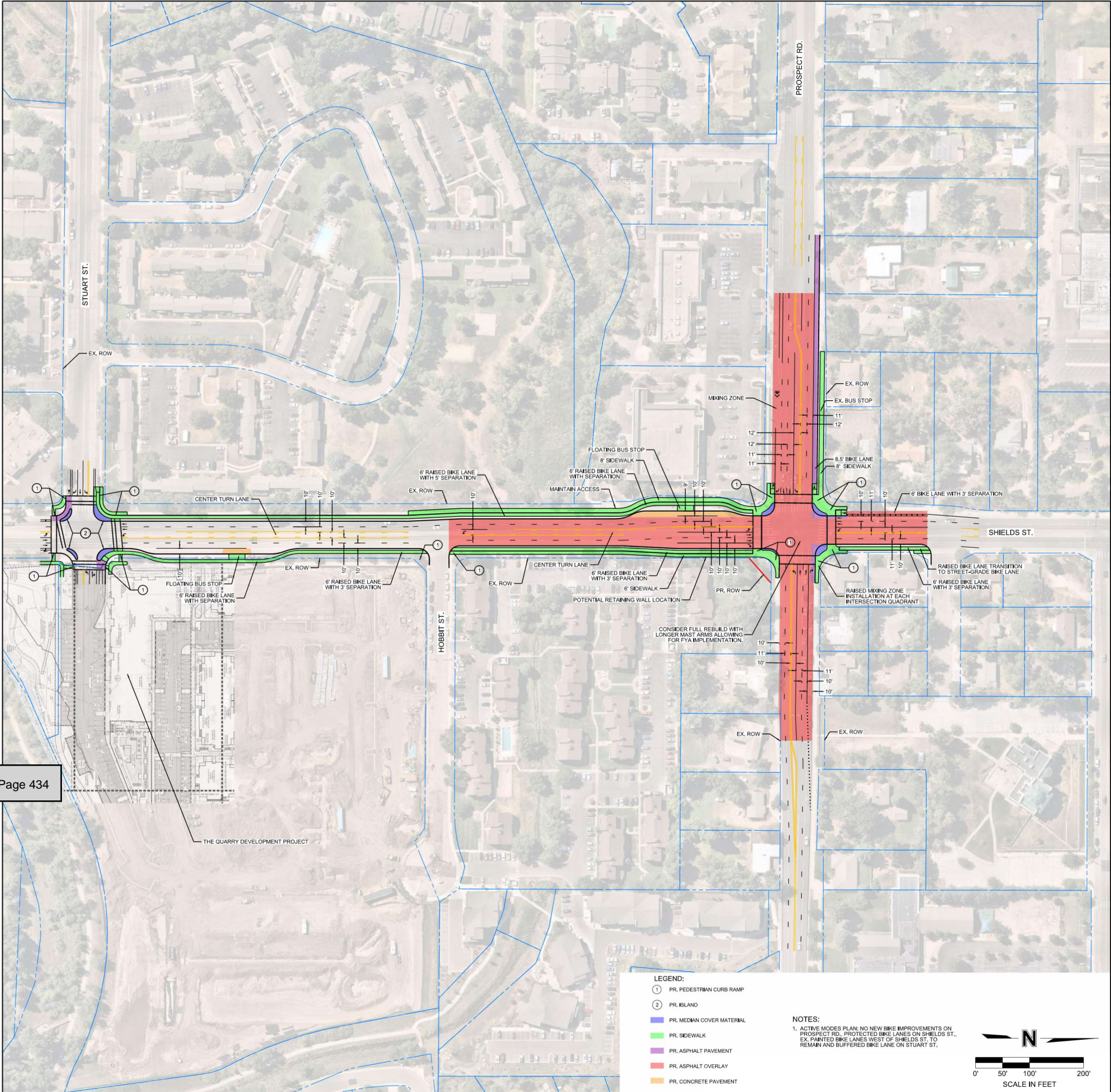
# APPENDIX D

# Conceptual Plans



**oisson**

1



Page 434

PROJECT NO:	9207 - TCPPS
DRAWN BY:	SLB
DATE:	6/14/23

S. SHIELDS STREET & W. PROSPECT ROAD INTERSECTION IMPROVEMENTS

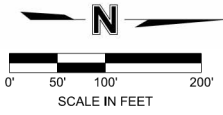
NOTE:  
THIS DOCUMENT HAS BEEN RELEASED BY OLSSON ASSOCIATES AS A CONCEPTUAL DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE. THIS DOCUMENT IS NOT TO BE USED FOR CONSTRUCTION.



1880 Fall River Drive  
Loveland, CO 80538  
TEL 970.461.7733  
www.olsson.com

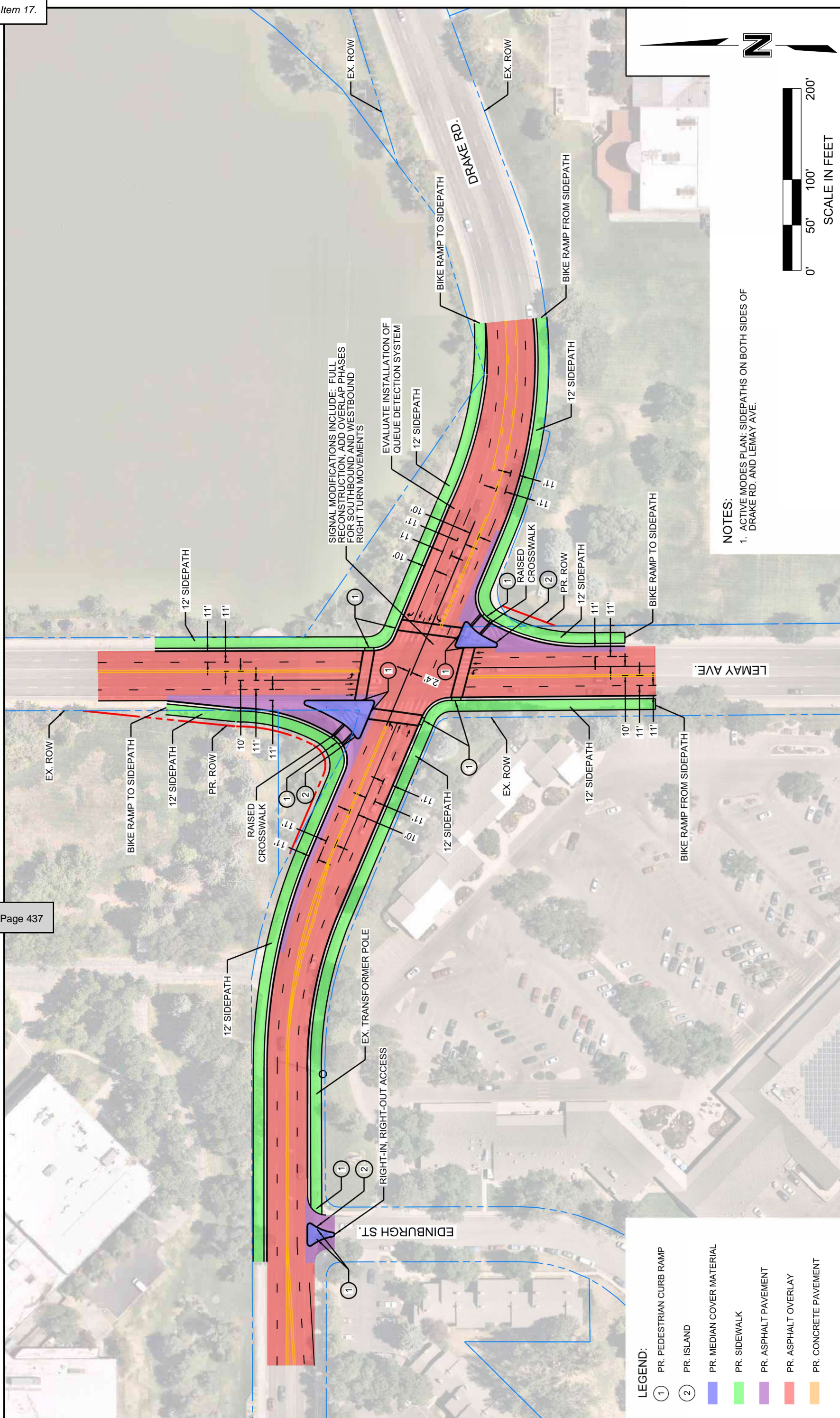
EXHIBIT  
B

NOTES:  
1. ACTIVE MODES PLAN: NO NEW BIKE IMPROVEMENTS ON PROSPECT RD., PROTECTED BIKE LANES ON SHIELDS ST., EX. PAINTED BIKE LANES WEST OF SHIELDS ST. TO REMAIN AND BUFFERED BIKE LANE ON STUART ST.





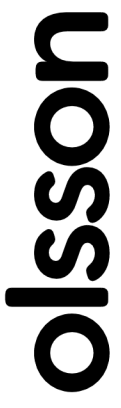




**NOTES:**  
 1. ACTIVE MODES PLAN: SIDEPATHS ON BOTH SIDES OF DRAKE RD. AND LEMAY AVE.

- LEGEND:**
- ① PR. PEDESTRIAN CURB RAMP
  - ② PR. ISLAND
  - PR. MEDIAN COVER MATERIAL
  - PR. SIDEWALK
  - PR. ASPHALT PAVEMENT
  - PR. ASPHALT OVERLAY
  - PR. CONCRETE PAVEMENT

1880 Fall River Drive  
 Loveland, CO 80538  
 TEL 970.461.7733  
 www.olsson.com



**NOTE**  
 THIS DOCUMENT HAS BEEN RELEASED BY OLSSON ASSOCIATES AS A CONCEPTUAL DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE. THIS DOCUMENT IS NOT TO BE USED FOR CONSTRUCTION.

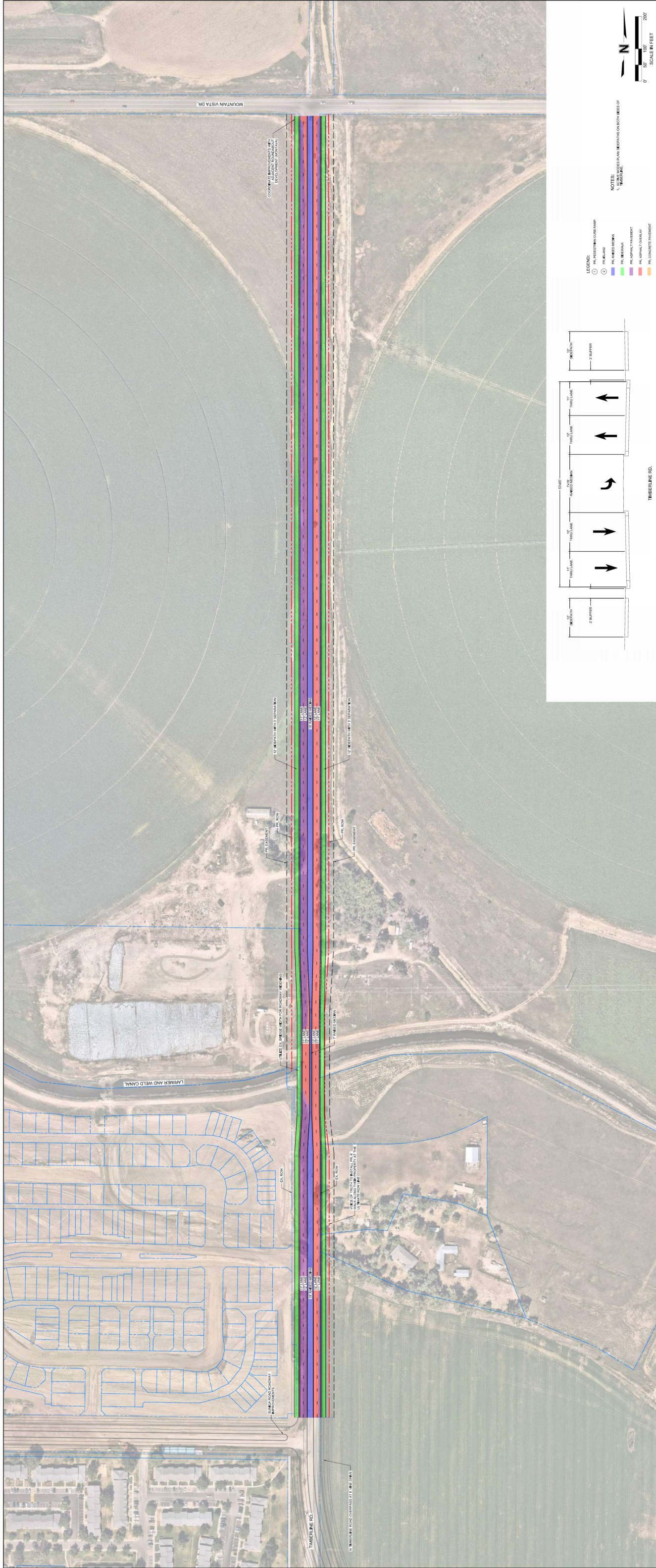
**LEMAY AVENUE & DRAKE ROAD INTERSECTION IMPROVEMENTS**

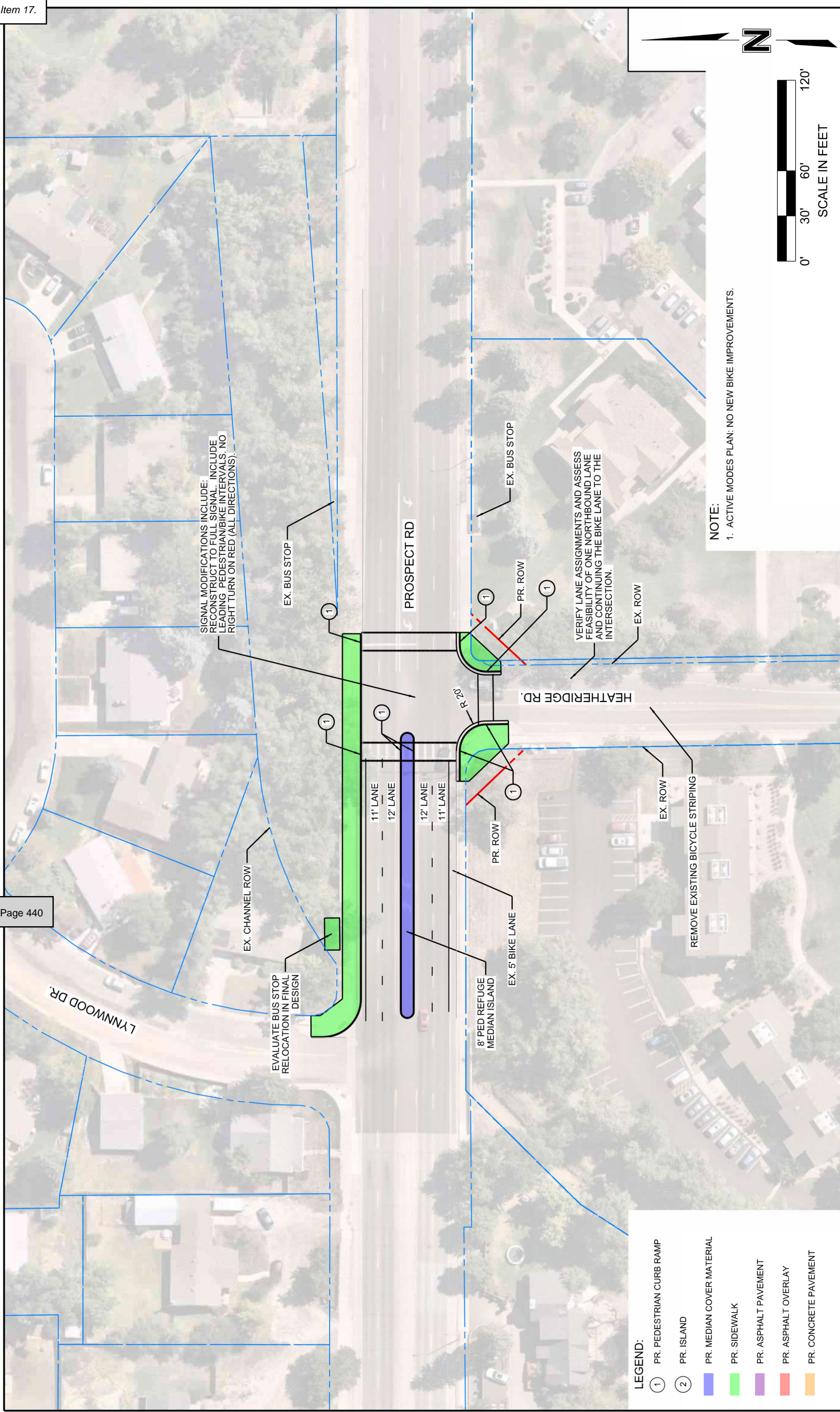
PROJECT NO: 9207 - TCPSPS  
 DRAWN BY: SLB  
 DATE: 6/14/23

EXHIBIT  
 E



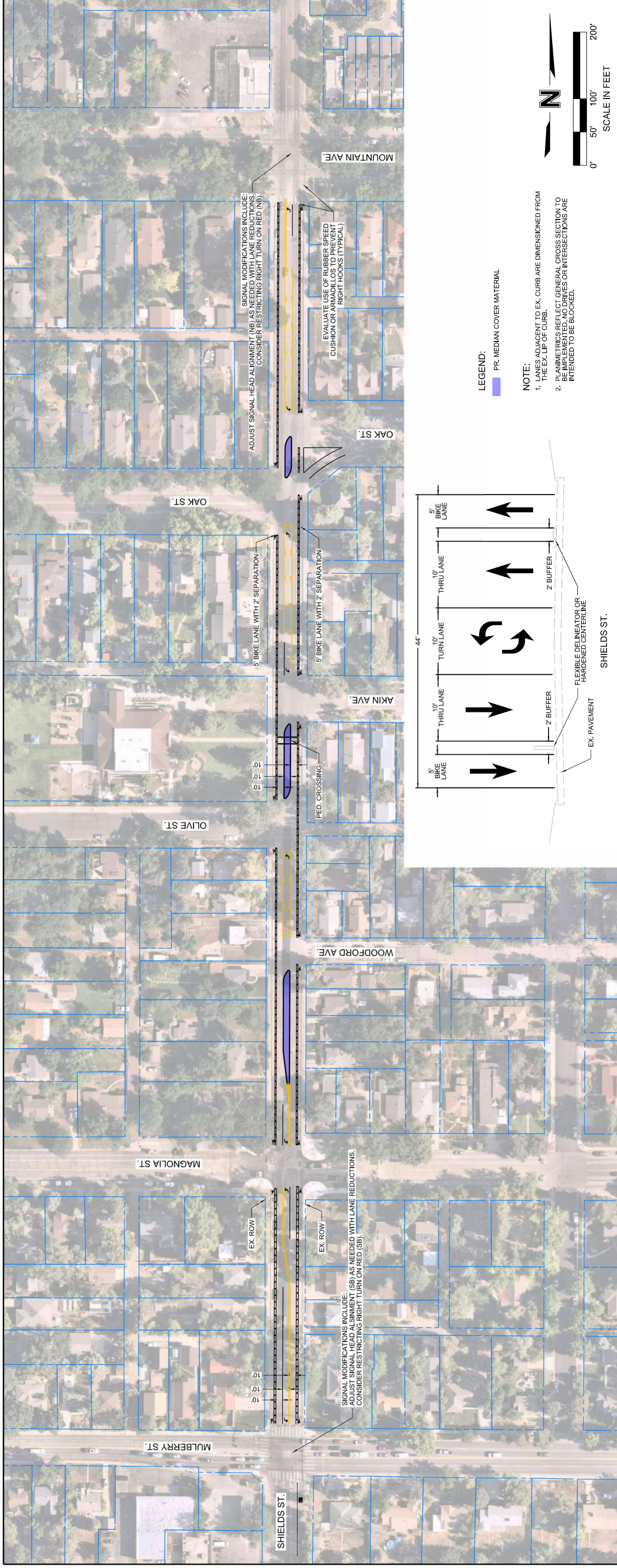






- LEGEND:**
- ① PR. PEDESTRIAN CURB RAMP
  - ② PR. ISLAND
  - PR. MEDIAN COVER MATERIAL
  - PR. SIDEWALK
  - PR. ASPHALT PAVEMENT
  - PR. ASPHALT OVERLAY
  - PR. CONCRETE PAVEMENT

<p>PROJECT NO: 9207 - TCPSS</p> <p>DRAWN BY: SLB</p> <p>DATE: 6/14/23</p>	<h1 style="margin: 0;">olsson</h1>	<p>1880 Fall River Drive                  Loveland, CO 80538                  TEL 970.461.7733                  www.olsson.com</p>
<p>NOTE                  THIS DOCUMENT HAS BEEN RELEASED BY OLSSON ASSOCIATES AS A CONCEPTUAL DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE. THIS DOCUMENT IS NOT TO BE USED FOR CONSTRUCTION.</p>		<p>EXHIBIT                  H</p>

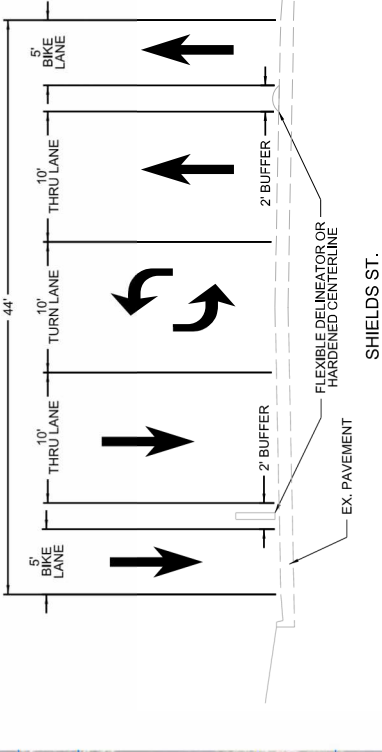


SIGNAL MODIFICATIONS INCLUDE:  
ADJUST SIGNAL HEAD ALIGNMENT (SB) AS NEEDED WITH LANE REDUCTIONS.  
CONSIDER RESTRICTING RIGHT TURN ON RED (SB).

ADJUST SIGNAL HEAD ALIGNMENT (NB) AS NEEDED WITH LANE REDUCTIONS.  
CONSIDER RESTRICTING RIGHT TURN ON RED (NB).

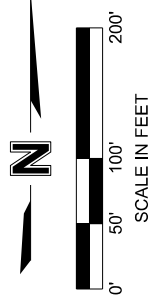
EVALUATE USE OF RUBBER SPEED  
CUSHION OR ARMADILLOS TO PREVENT  
RIGHT HOOKS (TYPICAL)

SIGNAL MODIFICATIONS INCLUDE:  
ADJUST SIGNAL HEAD ALIGNMENT (SB) AS NEEDED WITH LANE REDUCTIONS.  
CONSIDER RESTRICTING RIGHT TURN ON RED (SB).



LEGEND:  
PR. MEDIAN COVER MATERIAL

NOTE:  
LANES ADJACENT TO EX. CURB ARE DIMENSIONED FROM THE EX. LIP OF CURB.  
PLANIMETRICS REFLECT GENERAL CROSS SECTION TO BE IMPLEMENTED. NO DRIVES OR INTERSECTIONS ARE INTENDED TO BE BLOCKED.



PROJECT NO: 9207 - TCPPS	EXHIBIT
DRAWN BY: SLB	I
DATE: 6/14/23	
<b>SHIELDS STREET CORRIDOR IMPROVEMENTS</b>	
<small>1880 Fall River Drive Loveland, CO 80538 TEL 970.461.7733 www.olsson.com</small>	
<small>NOTE: THIS DOCUMENT HAS BEEN RELEASED BY OLSSON ASSOCIATES AS A CONCEPTUAL DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE. THIS DOCUMENT IS NOT TO BE USED FOR CONSTRUCTION.</small>	



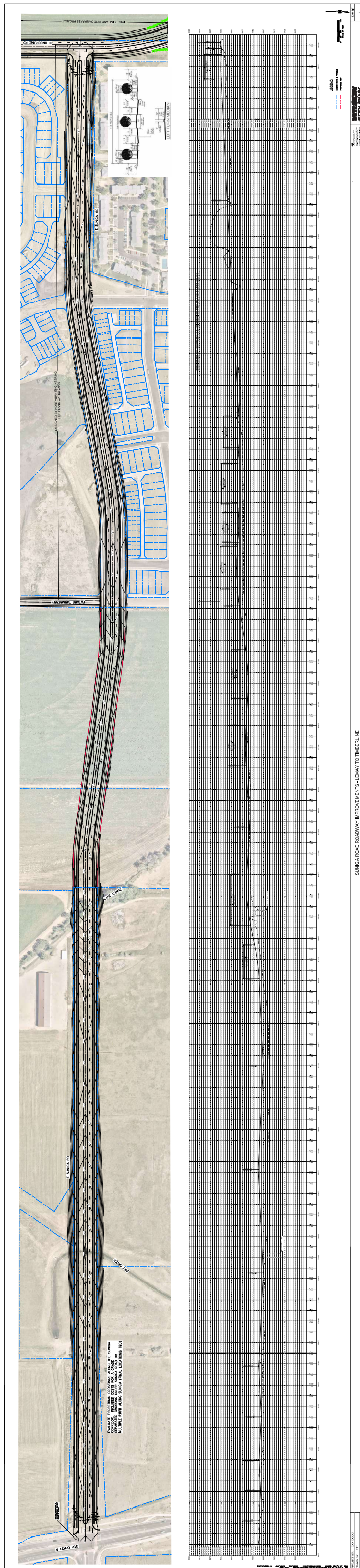


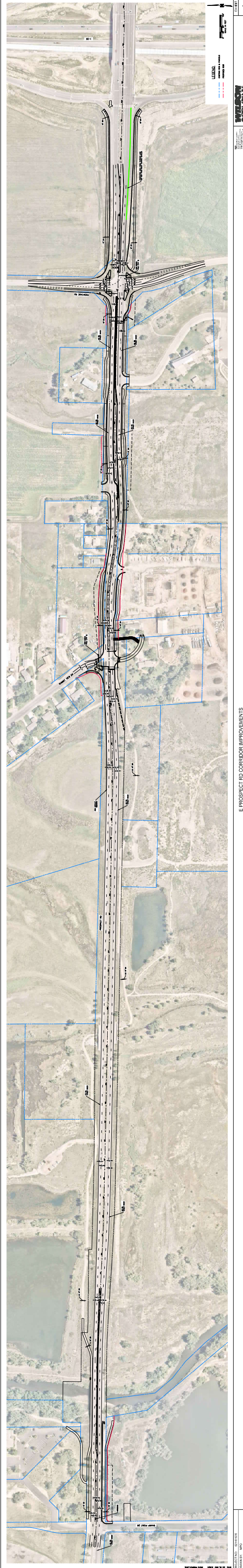
PROJECT NO: \_\_\_\_\_  
 DRAWN BY: JL  
 DATE: 07/06/23

**WILSON & COMPANY**

JFK-BOARDWALK DR & HARMONY RD SIGNAL IMPROVEMENTS

EXHIBIT  
1









# APPENDIX E

# Environmental Summary

# **ENVIRONMENTAL CRITICAL ISSUES ASSESSMENT**

TRANSPORTATION CAPITAL PROJECT  
PRIORITIZATION STUDY

**PREPARED FOR:**  
**City of Fort Collins, Colorado**

**December 2022**  
**Olsson Project No. 021-01676**



# TABLE OF CONTENTS

- 1. Executive Summary ..... 1
- 2. Methods ..... 2
- 3. Desktop Review and Field Survey Results ..... 5
  - 3.1 Water Resources – Desktop Review and Field Survey ..... 5
  - 3.2 Wildlife Habitat – Desktop Review and Field Survey ..... 7
  - 3.3 Floodplain Hazards – Desktop Review ..... 3
  - 3.4 Air Quality Assessment – Desktop Review ..... 4
  - 3.5 Protected Areas – Desktop Review ..... 4
  - 3.6 Historical Building – Desktop Review ..... 5
- 4. Conclusions ..... 6
- 5. References ..... 7

# APPENDICES

- Appendix A – Environmental Critical Issues Assessment Summary Tables
- Appendix B – Figures
- Appendix C – Information Planning and Consultation (IPaC) Report
- Appendix E – Photography Log
- Appendix D – Air Quality Memorandum

# 1. EXECUTIVE SUMMARY

Olsson has completed an environmental critical issues assessment of multiple individual project sites included in the Transportation Capital Project Prioritization Study (TCPPS) within the City of Fort Collins, Colorado. These projects include developed roadways and associated rights-of-way (ROWs) with proposed future construction activities involving Road Diets, Intersection Improvements, Corridor Improvements, and New Locations for infrastructure in previously less- or undeveloped areas. Environmental critical issues assessment activities included desktop review for 14 project areas with field survey at select locations based on a risk review as described further in this report. The results of the environmental critical issues assessment described herein provide a risk screening for potential environmental resource impacts that may be further avoided and/or require additional site assessment and permitting prior to individual project construction.

A desktop review was conducted for each of the 14 projects considering water features (e.g., if potentially jurisdictional or non-jurisdictional as a Waters of the U.S. [WOTUS]), wildlife habitat, floodplain and water drainages, non-historical protected areas, and presence of historical structures. This information was then used to screen each of project areas in terms of potential environmental resource impacts, construction timeframe restrictions and/or other anticipated pre-construction permitting requirements.

Of the 14 project sites, seven were identified as having higher environmental resource impact and/or permitting requirement risks and a field survey for visual inspection was conducted in September 2022. Six of these seven sites were visually inspected for water features and wildlife habitat with the remaining one project area inaccessible due to ongoing construction activities (i.e., Suniga Road). Field observations were incorporated into the risk screening evaluation as presented in Appendix A with the following recommendations:

- Four of the seven projects with water features are anticipated to have jurisdictional water features, however impacts can be avoided through design and/or construction activities remaining within the individual project areas.
- Two project areas are anticipated to have jurisdictional and non-jurisdictional water features including potential impacts based on the current individual project areas. An administrative jurisdictional determination (JD) is recommended for submittal prior to completing project design. Additional field survey activities may be recommended depending on the length of time between the September 2022 field survey and initiation of construction activities (e.g., within approximately one year versus multiple years in the future).
- It is recommended that for the one remaining site that was inaccessible (i.e., Suniga Road), a visual field inspection be conducted when accessible to allow further assessment

of existing water features, potential WOTUS jurisdiction, and if potential impacts can be avoided through the design process, as well as potentially suitable habitat for species of concern.

Of the 14 project sites, three sites were screened as medium risk based on potential wildlife habitat. These projects were included in the desktop review with identified potential environmental impacts limited to past observed bird nests within or in the vicinity of the individual project areas. These sites were not included for visual inspection as field surveys for the identified species are recommended closer to design finalization and initiation of construction activities. Restrictive site activities based on wildlife habitat (e.g., active nests, etc.) are included in this report for the applicable project sites.

The four remaining sites of the 14 total projects are considered low risk from both a potential environmental resource impact and potential permitting requirements perspective. These projects were included in the desktop review and environmental resource impacts were identified not present within the individual project areas.

Appendix A, Table A. 1 includes summary tables of the 14 project areas sorted by risk category (e.g., high, medium, and low) with additional detailed information included in Table A.2. Desktop and field survey methods and results are discussed further in the following sections.

## 2. METHODS

**Desktop Review:** A desktop review of publicly available datasets was conducted to identify potential impacts to water features, and regulated wildlife species and habitats. The following publicly available resources were used to complete the desktop review:

- U.S. Geological Survey (USGS) Gap Analysis Project (GAP; USGS 2011)
- USGS Protected Areas Database of the United States (PAD-US) Version 3.0 (USGS 2022)
- USGS National Hydrography Dataset (NHD; USGS 2020)
- National Wetlands Inventory (NWI), Version 2 (U.S. Fish and Wildlife Service [USFWS] 2022a)
- USFWS Information Planning and Consultation (IPaC) tool-generated list of federal-listed species (USFWS 2022b)
- CPW Non-Disclosure Agreement (NDA) Nest Data (CPW 2022a)
- Colorado Parks and Wildlife (CPW) and Colorado Oil and Gas Conservation Commission (COGCC) SB 181 High Priority Habitat (HPH; CPW n.d. and COGCC 2019)
- City of Fort Collins Natural Areas 2022
- National Flood Hazard Layer (NFHL) Larimer County, Federal Emergency Management Agency (FEMA) Floodplain 2021 (FEMA 2021)

- Land Information Locator, Larimer County IT, Enterprise GIS (geographic information system; Larimer County n.d.)
- Fort Collins History Connection (Fort Collins History Connection 1977)

The collective project areas included within the City of Fort Collins was used to generate the IPaC Report included in Appendix B (USFWS 2022b). Olsson reviewed mapped raptor nests according to CPW NDA data to species potentially present across the project areas that are protected under the Migratory Bird Treaty Act (MBTA) and/or the Bald and Golden Eagle Protection Act (BGEPA). Additionally, while these projects are not regulated under the COGCC or related to oil and gas exploration or operation activities, data from COGCC's HPH has been included in this environmental critical issues assessment to support identification of trends and needs for current and future wildlife management. The COGCC dataset has been collaboratively developed with other agencies including CPW as habitat areas where measures to avoid, minimize, and mitigate adverse impacts to wildlife have been identified to protect breeding, nesting, foraging, migrating, or other uses by wildlife.

The environmental resource datasets were compiled in a geographic information system (GIS). Appendix C includes figures for projects with environmental resources identified within their respective project boundaries.

To evaluate presence of historical buildings within and/or adjacent to individual project area boundaries, Larimer County assessor data (e.g., 1999 to present) and historical maps (e.g., 1977) were used to review project area infrastructure over a 50-year period (Larimer County n.d., Fort Collins History Connection 1977).

Based on review of the above datasets, individual projects have been screened into three categories to summarize the environmental risk as follows:

- The Low-Risk category indicates that no environmental features were observed within the project impact area during the desktop review.
- The Medium-Risk category indicates that wildlife resources or a raptor nesting boundary was observed intersecting with the project impact area, but no wetlands or other water resources including potentially jurisdictional Waters of the United States (WOTUS) were observed within the project area during desktop review.
- The High-Risk category indicates that wetlands or other water resources including potentially jurisdictional WOTUS were identified within the project area and may include other observed environmental features within the project area. Field visits were conducted at project areas within this category where accessible (e.g., one project area was inaccessible due to ongoing construction activities).

The findings of the desktop review are discussed further in the sections below and are summarized in Appendix A.

**Field Survey:** Between September 20 and 30, 2022, qualified members of Olsson staff performed field inspection surveys at six of the seven project sites included in the High-Risk category (Appendix A), based on potential environmental resource impacts including presence of water features. The remaining project area was inaccessible due to ongoing construction activities (i.e., Suniga Road) and therefore, no field survey was able to be completed. Based on the desktop review, NWI data was used to highlight project areas in which a field investigation should be conducted in order to confirm the presence of wetland features appearing to intersect with the proposed individual project areas. Field survey activities included mapping wetland and riparian features based on their geomorphic position, hydrology, and vegetation using software capable of sub-meter accuracy, collecting observations on potential wildlife habitat at each project area.

Field study methods utilized for this report provide project area constraints for planning purposes and design considerations only and may require additional data collection and/or analysis prior to submittal for U.S. Army Corps of Engineers (USACE) or other regulatory review. Field survey activities may require additional wetland delineation as project boundaries and design layouts progress further. For water feature field survey data collection, water resources constraints were collected generally following guidance provided in the USACE Wetland Delineation Manual (Environmental Laboratory 1987) and the *Great Plains Region Supplement to the Wetland Delineation Manual* (USACE 2010).

Based on both the desktop review and field visual inspection, Olsson has provided a preliminary interpretation of jurisdictional status in accordance with the pre-2015 regulatory definition and practice. On November 18, 2021, the U.S. Environmental Protection Agency (EPA) and USACE announced the signing of a proposed rule to revise the definition of WOTUS. The proposed rule was published in the Federal Register on December 7, 2021, and the public comment period closed on February 7, 2022. The current implementation of WOTUS consists of the pre-2015 regulatory definition and practice until the Final Rule is published (EPA 2022).

The USACE and EPA typically have jurisdiction over navigable or traditionally navigable waters, tributaries to navigable or traditionally navigable waters, and adjacent wetlands, as well as additional waters that have a significant nexus to navigable or traditionally navigable waters (i.e., WOTUS). Impacts to WOTUS should be avoided or minimized to the extent possible during project development and construction. A Clean Water Act (CWA) Section 404 permit is required for the discharge of dredged or fill material into WOTUS and mitigation may be required for impacts to WOTUS.

Jurisdictional status can only be determined by the USACE; however, Olsson has provided preliminary jurisdictional interpretation to support the design process and evaluate if impacts to water feature can be removed and/or minimized. Preliminary field reconnaissance (e.g., visual

inspection) was completed to further support Olsson's preliminary jurisdictional interpretation of water features identified during the desktop review to be within or adjacent to project areas. These interpretations are presented further in Section 3 of this report and summarized in Appendix A.

### **3. DESKTOP REVIEW AND FIELD SURVEY RESULTS**

This section includes results from desktop review for water resources and wildlife habitat present at individual project areas with field survey activities conducted for projects screened into the High-Risk category as presented in Tables A.1 and A.2 (Appendix A). A desktop review was also conducted for the project areas to evaluate floodplain hazards, potential air quality impacts, protected areas, and historical buildings present.

As part of the field survey to visually inspect water features and wildlife habitat present at each of the High-Risk category project areas, figures are included in Appendix C with field survey findings, and photographs are included in Appendix D.

#### **3.1 Water Resources – Desktop Review and Field Survey**

A desktop review of publicly available datasets was conducted to identify potential water features including wetlands, streams, and other water resources, as well as floodplains for each project. Figures of project sites which have been identified with impacts to water features and/or floodplains can be found in Appendix C.

The USGS NHD provides approximate locations and boundaries of surface waters including stream channel flow lines, lakes, ponds, and impoundments; and the USFWS NWI dataset provides the type of water feature, as well as approximate location and boundaries of probable or historical wetlands and other water resources. Based on the NHD and NWI dataset, the following seven individual projects include water features and are included in the High-Risk project category on Tables A.1 and A.2 (Attachment A):

- Prospect Corridor Improvements
- Suniga Road
- Taft Hill Corridor Improvements
- Timberline and Harmony
- Timberline and Prospect
- Timberline Road North – Segment 1
- Timberline Road North – Segment 2



Each of these projects was recommended for field inspection to evaluate if water features are within and/or adjacent to the respective project boundaries, as well as having potentially jurisdictional water features requiring additional permitting. A summary of September 2022 field inspection activities conducted at each of these sites is included below, except for the Suniga Road project area where ongoing construction prevented field access.

**Prospect Corridor Improvements:** The site consists of an approximately 1.60-mile-long section of Prospect Road. This site contains several wetland features as well as the riparian corridors and floodplains of the Cache la Poudre River and Boxelder Creek which intersect the Project area. Based on the field survey, select water features along the corridor are anticipated to include both jurisdictional and non-jurisdictional features under current WOTUS definitions. Preparation and submittal of a JD is recommended prior to construction and the current Project boundaries includes impacts to one or more water features as shown on Figures 1.1 and 1.2 (Appendix C). Photos 1 through 4 include field survey observations (Appendix D).

**Suniga Road:** This site was under active construction and therefore a preliminary field investigation was not performed (Figure 2). Based on desktop review only, Lake Canal is potentially jurisdictional, and the wetland near Iron Horse Park appears isolated and potentially non-jurisdictional. Additional field reconnaissance is recommended to confirm desktop jurisdictional interpretation provided in this report.

**Taft Hill Corridor Improvements:** The approximately 1.40-mile-long section of Taft Hill Road project area features several wetlands, stormwater drainages, as well as sections of the Trilby Lateral and Fossil Creek. Wetlands occur within the Project boundaries in several locations along the Taft Hill Corridor as do the riparian corridors of Fossil Creek and the Trilby Lateral. Features in this project area are anticipated to be considered jurisdictional by USACE under current WOTUS definitions. Impacts to features within the survey buffer can be avoided by maintaining construction impacts within the project area (e.g., red outline) as shown on Figures 3.1 and 3.2 (Appendix C). Field survey observations are included in Photos 5 through 7 (Appendix D).

**Timberline and Prospect:** The site is located at the intersection of Timberline Road and Prospect Road, consisting of approximately 0.35-miles of Timberline Road and 0.08-miles of Prospect Road. A portion of Spring Creek as well as its associated floodplain and riparian corridor intersects the project boundary at the southern portion of Timberline Road. While desktop review of NWI data indicated presence of a second riverine feature traveling from the southeast corner of the intersection to the northwest corner, no feature was observed during field survey. At the approximate location of the desktop NWI feature, a dry, narrow channel was encountered along the southeast corner of the intersection and did not exhibit wetland features and terminated into a roadside berm. Further, no evidence of the feature was encountered at the northwest corner of the intersection. Spring Creek is anticipated to be considered jurisdictional by USACE under current WOTUS definitions, however, Project impacts to this feature can be avoided by

maintaining construction impacts within the Project area (e.g., red outline) as shown on Figure 4 (Appendix C). Photos 8 and 9 include observations from the September 2022 field survey (Appendix D).

**Timberline Road North – Segment 1:** The site consists of an approximately 1.08-mile segment of Timberline Road. Several wetland features were mapped along the western side of the road, including the riparian corridor of Lake Canal which flows beneath Timberline Road at the intersection of International Boulevard, intersecting the Project area. Lake Canal was dry at the time of the field investigation. Features are potentially jurisdictional. Southern features assumed jurisdictional as they are connected to the Cache la Poudre inlet. Impacts at the Cache la Poudre inlet can be avoided if construction is maintained within the Project area (e.g., red outline) shown on Figures 5.1 and 5.2. Based on current Project area layout, the northern water feature will be impacted, however the water feature is anticipated to be non-jurisdictional. Preparation and submittal of a JD is recommended prior to construction. Photos 10 and 11 present select field observations for this Project area.

**Timberline Road North – Segment 2:** The approximately 1-mile-long portion of Timberline Road crosses over the Larimer and Weld County Ditch. A second feature, the Number 8 Outlet, runs parallel to Timberline Road before turning to the southeast and draining into the Larimer and Weld County Ditch. Both features intersect with the Project boundary (e.g., red outline, Figure 6). Features within the Project area are anticipated to be considered jurisdictional by USACE under current definitions. Based on current Project area boundaries, water feature impacts can be avoided if construction activities are maintained within the Project area as shown on Figure 6 (Appendix C). Field observations are included on Photos 12 and 13 included in Appendix D.

**Timberline and Harmony:** The site is located at the intersection of Harmony Road and Timberline Road, consisting of approximately 0.44-miles of Timberline Road and 0.09-miles of Harmony Road. The Dixon Canyon Lateral flows beneath Timberline Road at the north side of the intersection. Only the western portion of the lateral was observed as it moves underground and remains underground to the east. The Dixon Canyon Lateral is anticipated to be considered jurisdictional by USACE under current definitions. Based on current Project area boundaries, water feature impacts can be avoided if construction activities are maintained within the Project area as shown on Figure 7 (Appendix C). Photo 14 is included in Appendix D.

### 3.2. Wildlife Habitat – Desktop Review and Field Survey

Desktop review of the collective project areas resulted in identification of multiple protected species, species of concern, and identified active nests based on review of the IPaC report, CPW NDA nest data, and HPH datasets. Field survey further evaluated the potential for specific species habitat with summary of both desktop and field survey results included in Table 3.1.

**Table 3.1. Species of Concern**

Species Name	Status	Habitat	Potential Habitat
<b>Mammals</b>			
<b>Black-tailed prairie dog (<i>Cynomys ludovicianus</i>)</b>	State Special Concern	Preferred habitat is shortgrass prairie or grassy plains.	<b>High</b> – Habitat is present, and species was observed during September 2022 field survey within the Timberline and Prospect Project area.
<b>Canada lynx (<i>Lynx canadensis</i>)</b>	Federally Endangered	Habitat includes classic boreal forest zone into the subalpine forest of the western United States, and the boreal/hardwood forest ecotone in the eastern United States.	<b>None</b> – Habitat is not present within the individual project areas.
<b>Gray Wolf (<i>Canis lupus</i>)</b>	Federally Endangered	Can inhabit temperate forests, mountains, tundra, taiga, and grasslands.	<b>None</b> – Habitat is not present within the individual project areas.
<b>Preble’s Meadow Jumping Mouse (<i>Zapus hudsonius preblei</i>)</b>	Federally Threatened	Inhabits well developed riparian habitat with adjacent, relatively undisturbed grassland communities, and a nearby water source.	<b>Low</b> – Potential habitat does exist for this species within individual project areas. Due to distance from established critical habitat, occurrence of this species is unlikely.
<b>Fishes</b>			
<b>Brassy Minnow (<i>Hybognathus hankinsoni</i>)</b>	State Threatened	Occupy stream channels with permanent pools, back waters, and beaver ponds. Feed primarily on plankton.	<b>None</b> – Habitat does not exist for this species within individual project areas.
<b>Common Shiner (<i>Luxilus cornutus</i>)</b>	State Threatened	Habitat generalists that prefer cool, clear streams with gravel substrates, little vegetation, and flowing water.	<b>Low</b> – Habitat does not exist for this species at select individual project areas, however project areas are outside of the species current known range.
<b>Greenback cutthroat trout (<i>Oncorhynchus clarkii stomias</i>)</b>	Federally Threatened	The species prefers sites with cold water streams and well oxygenated water. Only known to occur in the Arkansas and South Platte drainages.	<b>Low</b> – Estimated range extends into the Prospect Corridor Improvements Project area but due to low population, occurrence is unlikely. Habitat does not exist for this species within the other individual project areas.
<b>Pallid Sturgeon (<i>Scaphirhynchus albus</i>)</b>	Federally Endangered	Inhabits the main channel of large, turbid rivers with sandy bottoms and high currents. Currently restricted to the main stem of the Missouri River.	<b>None</b> – Habitat does not exist for this species within individual project areas.

Species Name	Status	Habitat	Potential Habitat
<b>Birds</b>			
<b>Bald Eagle</b> <i>(Haliaeetus leucocephalus)</i>	State Special Concern	This species prefers habitat with tall trees along waterbodies. Foraging habitat includes areas of brushland/cropland interspersion.	<b>Medium</b> – Suitable habitat is present within or in the vicinity of the Suniga Road Project Area. Project located within bald eagle winter range. Habitat does not exist for this species within the other individual project areas.
<b>Burrowing Owl</b> <i>(Athene cunicularia ssp. hypugaea)</i>	State Threatened	Prairie dog colonies serve as suitable breeding habitat.	<b>Medium</b> – Habitat is present, and prairie dogs were observed during September 2022 field survey within the Timberline and Prospect Project area.
<b>Eastern Black Rail</b> <i>(Laterallus jamaicensis ssp. Jamaicensis)</i>	Federally Threatened	Habitat includes shallow wetlands dominated by cattails ( <i>Typha spp.</i> ), hardstem bulrush ( <i>S. acutus</i> ) and soft-stemmed bulrush ( <i>S. tabernaemontani</i> ), with willow ( <i>Salix spp.</i> ).	<b>Low</b> – Suitable habitat is not present within the individual project areas in such quantity to support occurrence of this species. Therefore, presence of this species within the individual project areas is unlikely.
<b>Ferruginous Hawk</b> <i>(Buteo regalisz)</i>	State Special Concern	Suitable habitat has dense or thick emergent vegetation with high vegetation density as well as a mixture of new and residual growth.	<b>Medium</b> – Suitable habitat is present within or in the vicinity of the Prospect Corridor Improvements Project area. Project located within Ferruginous Hawk breeding range. Habitat does not exist for this species within other individual project areas.
<b>Long-Billed Curlew</b> <i>(Numenius americanus)</i>	State Special Concern	This species is considered a grassland or prairie species associated with ponds, reservoirs, playas, and wet meadows.	<b>None</b> – Habitat does not exist for this species within individual project areas.
<b>Mexican spotted owl</b> <i>(Strix occidentalis lucida)</i>	Federally Threatened	Habitat includes old-growth or mature forests that possess complex structural components.	<b>None</b> – Habitat does not exist for this species within individual project areas.
<b>Piping Plover</b> <i>(Charadrius melodus)</i>	Federally Threatened	Habitat includes sparsely vegetated sandbars and shorelines on river systems, alkaline lakes, beaches, flats, salt marshes, and coastal lagoons.	<b>None</b> – Habitat does not exist for this species within individual project areas.
<b>Whooping Crane</b> <i>(Grus americana)</i>	Federally Endangered,	Wetlands, coastal marshes and estuaries, inland marshes, lakes, ponds, wet meadows, rivers, and agricultural fields.	<b>Low</b> – Potential habitat does exist for this species within individual project areas. However, due to distance from established critical habitat, occurrence of this species is unlikely.

Species Name	Status	Habitat	Potential Habitat
<b>Insects</b>			
<b>Monarch Butterfly</b> <i>(Danaus plexippus)</i>	Federal Candidate	Habitat includes landscapes featuring an abundant quantity of milkweed ( <i>Asclepias spp.</i> ) and other nectar-producing forbs.	<b>Low</b> – Milkweed was sparsely represented at individual project sites during the September 2022 field survey.
<b>Plants</b>			
<b>Ute Ladies' tresses</b> <i>(Spiranthes diluvialis)</i>	Federally Threatened	Inhabits moist meadows associated with perennial stream terraces, floodplains, oxbows, seasonally flooded river terraces, subirrigated or spring-fed abandoned stream channels and valleys, and lakeshores.	<b>Medium</b> - Habitat does exist for this species in the Prospect Corridor Improvements Project area. Habitat does not exist for this species within other individual project areas.
<b>Western Prairie Fringed Orchid</b> <i>(Platanthera praeclara)</i>	Federally Threatened	Most often found in unplowed, calcareous prairies and sedge meadows.	<b>Low</b> – Suitable habitat does not exist for this species within individual project areas.
<b>Reptiles</b>			
<b>Common Garter Snake</b> <i>(Thamnophis sirtalis)</i>	State Special Concern	Restricted to aquatic, wetland, and riparian habitats along the floodplains of streams. Active in shallow water and on land adjacent to water.	<b>Medium</b> – Project areas with water features have potentially suitable habitat for this species.

Notes: State Special Concern is not a statutory category; CPW 2022a, CPW 2022b, USFWS 2022b, and USFWS 2022c.

Based on the desktop review and field survey, the following species of concern have a medium to high likelihood of suitable habitat and presence at one or more of the individual project areas. Additional description of species habitat and presence is described below.

**Black-tailed Prairie Dog** – Black-tailed prairie dog is a Colorado Species of Concern that is common in open habitats in eastern Colorado. Prairie dogs form colonies of interconnected burrows, often resulting in a loss of vegetation due to grazing or other disturbance activities and are typically active during the day except in the event of extreme temperatures or weather (CPW 2022b). Their burrows provide suitable habitat for burrowing owls (e.g., listed as a state-threatened species in Colorado). Black-tailed prairie dog burrows were observed during the field survey at the Timberline and Prospect Project area and field survey prior to initiation of construction activities is recommended for this Project. Visual inspection of other individual project areas for prairie dog colonies is recommended for individual project areas with exposed or sparsely vegetated ground during finalization of individual project designs and prior to construction.

**Bald Eagle** – The bald eagle was delisted from federally endangered species status in 2007; however, bald eagles are still protected under the Migratory Bird Treaty Act of 1918 (MBTA; 16 U.S.C. 703) and the BGEPA (16 U.S.C. 668[a]; 50 C.F.R. 22) and are a Colorado Species of Concern. Bald eagles are associated with aquatic habitats, especially large lakes, reservoirs, marshes, and major rivers (Buehler 2020). Bald eagles are also typically found in areas with sufficient prey or carrion resources, particularly small mammals. Based on desktop review, suitable habitat is anticipated to be present within or in the vicinity of the Suniga Road Project area and this Project area is located within a 0.25- and 0.5-mile radius of active bald eagle nests as included in the CWP NDA dataset. Additionally, this Project area is located within Bald Eagle winter range. Additional field survey to monitor nest activity is recommended prior to construction for nests located within a half-mile of the construction site (CPW 2022b).

**Burrowing Owl** – Burrowing owls are listed as state-threatened in Colorado and they are protected under the MBTA. Although they are currently widespread throughout western and central North America, populations have declined across much of the species' range. Burrowing owls nest underground and are commonly found in unoccupied prairie dog burrows or other small mammal burrows (Poulin et al. 2020) and nesting most commonly occurs between March 15 and August 31 (CPW 2021). If disturbance is planned to begin prior to March 15 or after August 31, pre-construction nest surveys are recommended following the CPW burrowing owl survey protocol to be conducted between March 15 and October 31, and at least three weeks prior to beginning construction activities (CPW 2021). Potential habitat was observed during the September 2022 field survey within the Timberline and Prospect Project area.

**Ferruginous Hawk** – Ferruginous hawks are a Colorado Species of Concern and are protected under the MBTA. Ferruginous hawk primarily preys on prairie dogs and ground squirrels east of the Continental Divide, and most often prey on prairie dogs in Colorado, especially in winter. (Colorado Department of Wildlife 2003). In most of their habitat, including Colorado, Ferruginous Hawks prefer grasslands and pastures to cultivated areas with nest building usually occurring in March and are present year-round, most common only in winter in eastern Colorado. Suitable habitat is present within or in the vicinity of the Prospect Corridor Improvements Project area and the whole of the project areas are located within Ferruginous Hawk breeding range (CPW 2022a). Additional monitoring for nest activity is recommended prior to beginning construction. Should a nest be observed, no surface occupancy (e.g., disturbance beyond that which historically occurred in the area) is allowed within half-mile radius of an active nest. Additionally, no permitted, authorized, or human encroachment activities are allowed within a half-mile radius of active nests from February 1 through July 15. This species is especially prone to nest abandonment during incubation if disturbed (CPW 2020).

**Ute Ladies'-tresses** – This species is a federal candidate with no designated critical habitat. Habitat includes moist meadows associated with perennial stream terraces, floodplains, and oxbows at elevation between 4,300 and 6,850 feet above sea level. Potential habitat does exist

for this species in the Prospect Corridor Improvements Project area. It is recommended that impacts to floodplains and riparian corridors are avoided as much as practicable through design to avoid impacting potential habitat for this species.

**Common Garter Snake** – This species is a Colorado Species of Special Concern, which is not a statutory category. Its range within Northeastern Colorado is along the South Platte River and its tributaries at elevations below 6,000 feet and is widely distributed along the eastern base of the Front Range. Potential habitat includes marshes, ponds, and the edges of streams, and is basically restricted to aquatic, wetland, and riparian habitats along the floodplains of streams. This species is active in shallow water and on land adjacent to water (CPW 2022b). Portions of individual project areas with these features have potentially suitable habitat for this species. It is recommended that impacts to floodplains and riparian corridors are avoided as much as practicable through design to avoid impacting potential habitat for this species.

### **Birds of Conservation Concern (BCC)**

The USFWS includes birds of conservation concern (BCC) in the IPaC report (Appendix C) to identify migratory and non-migratory bird species in addition to those already designated as federally threatened or endangered to highlight species included in the USFWS' highest conservation priorities. As included in Appendix C, each of the species included below has a listed breeding season and probability of presence in the IPaC report, and construction activities including vegetation removal, trimming, and grading of vegetated areas are recommended to be conducted outside of peak bird breeding season to the maximum extent possible (USFWS 2021). When project activities cannot be scheduled to avoid bird nesting season, field surveys prior to activity initiation are needed to determine if active nests are present within the area of impact and to identify needed buffer areas. Field surveys are to be conducted no more than five days prior to the scheduled disturbance activity if occurring during breeding season. In addition to limiting physical impacts to these species, maintaining existing noise levels during nesting season is also recommended as a national standard conservation goal.

- Bald Eagle (*Haliaeetus leucocephalus*)
- Black Rosy-finch (*Leucosticte atrata*)
- Black Swift (*Cypseloides niger*)
- Brown-capped Rosy-finch (*Leucosticte australis*)
- Cassin's Finch (*Carpodacus cassinii*)
- Chestnut-collared Longspur (*Calcarius ornatus*)
- Clark's Grebe (*Aechmophorus clarkia*)
- Evening Grosbeak (*Coccothraustes vespertinus*)
- Ferruginous Hawk (*Buteo regalis*)
- Lesser Yellowlegs (*Tringa flavipes*)
- Lewis's Woodpecker (*Melanerpes lewis*)
- Long-billed Curlew (*Numenius americanus*)
- Long-eared Owl (*asio otus*)
- Mountain Plover (*Charadrius montanus*)
- Olive-sided Flycatcher (*Contopus cooperi*)
- Pinyon Jay (*Gymnorhinus cyanocephalus*)
- Red-headed Woodpecker (*Melanerpes erythrocephalus*)
- Sprague's Pipit (*Anthus spragueii*)
- Virginia's Warbler (*Vermivora virginiae*)

### Colorado Parks and Wildlife (CPW) NDA Nest Data

As noted above in Section 2, while the projects included in this document are not regulated under the COGCC or related to oil and gas exploration or operation activities, the NDA Nest Data maintained by CPW reflects known raptor nests which are subject to regulations of the MBTA and the BGEPA and should active nests be observed at any of the project locations, construction activities may need to be completed during specific date ranges depending on the type of active nest found. Review of available data indicates that the boundaries of six projects are within a regulatory buffer of one or more identified raptor nests with additional information included in Table A.2 of Appendix A.

For sites with CPW identified nests as well as other nests identified through preconstruction field surveys, site visits are recommended prior to site construction to monitor and document the presence and activity of potential raptors in compliance with MBTA and BGEPA. Based on desktop review, the following project sites are within the buffer areas of one or more identified raptor nest:

- Prospect Corridor Improvements – osprey and red-tailed hawk (RTH)
- Suniga Road – bald eagle
- Timberline Road North – Segment 1 – RTH
- Timberline Road North – Segment 2 – RTH
- Timberline and Carpenter – great horned owl
- Vine Drive & Timberline Road Overpass – RTH

During the September 2022 field survey, the following was observed:

- Prospect Corridor Improvements – a nest, potentially an Osprey nest, was observed near the southeastern reach of the Cache la Poudre River and appears to be inside the project area.
- Suniga Road – active construction was occurring at site, field survey not completed.
- Timberline Road North – Segment 1 – no nests were observed during field survey.
- Timberline Road North – Segment 2 – a potential raptor nest was observed approximately 200 feet outside the Project area.
- Timberline and Carpenter – Project area not included in September 2022 field survey activities.
- Vine Drive & Timberline Road Overpass – Project area not included in September 2022 field survey activities.

Prior to construction activities additional field verification is recommended for individual nest locations and to determine if nests are active. The following nesting season timeframes apply to species found in Larimer County:



- Bald eagles – December 1 and July 31,
- Common raptors – February 15 and July 31
- Small birds in Colorado – April 1 through August 31

Additional nest and seasonal disturbance limitations are included in Table A.2 (Appendix A).

### 3.3. Floodplain Hazards - Desktop Review

Regulatory floodplains within Larimer County include floodplains for which the County enforces regulations for various forms of development. Floodplain designations are associated with a specific level of flood risk. The National Flood Hazard Layer (NFHL) Larimer County FEMA Floodplain 2021 data shows the mapped designated floodplain according to FEMA and the regulatory floodplain classification for the County (FEMA 2021).

The floodplain data indicates that there are regulatory floodplains located within the project boundaries of four projects and these projects may each require a Floodplain Development Permit. A brief summary of the floodplain zones found within the boundaries of these four projects is included below:

- **Suniga Road:** AE, AE Floodway, and 500-year Flood
- **Prospect Corridor Improvements:** AE, AO, AE Floodway and 500-year Flood
- **Timberline and Prospect:** AE, AE Floodway, and Area with reduced risk due to Levee
- **Timberline Road North – Segment 1:** AE, AE Floodway, and 500-year Flood

The floodplain zones included by project above are defined by FEMA (FEMA n.d.) as follows:

- AE and AE Floodway – 100-year floodplain; the base floodplain where base flood elevations are provided
  - AE zones are areas of inundation by the one-percent-annual-chance flood, including areas with the two-percent wave runoff, elevation less than three feet above the ground, and areas with wave heights less than three feet;
  - A "Regulatory Floodway" is the channel of water feature and the adjacent land areas that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.
- 500-year Flood – A flood having a recurrence interval that has a 0.2-percent chance of being equaled or exceeded during any given year (0.2-percent-chance-annual-flood).
- AO – 100-year floodplain; river or stream flood hazard areas, and areas with a one percent or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from one to three feet.
- Area with reduced risk due to Levee – an area of moderate flood risk; the risk of being flooded is reduced, but not completely removed.

### 3.4. Air Quality Assessment – Desktop Review

To support the preliminary environmental impacts review, Olsson completed a desktop assessment of potential air quality impacts from proposed roadway improvements across the projects included in this report and located in Fort Collins, Colorado (Appendix D).

Fort Collins, located within Larimer County, Colorado is defined as a nonattainment area for the 2008 and 2015 eight-hour ozone national ambient air quality standards (NAAQS) with Larimer County defined as a Serious nonattainment area for the 2008 eight-hour NAAQS and a Marginal nonattainment area for the 2015 eight-hour NAAQS. The assessment included in Appendix E considered ozone, volatile organic compounds (VOC), oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), particulate matter 10 microns in diameter or less (PM<sub>10</sub>), and particulate matter 2.5 microns in diameter or less (PM<sub>2.5</sub>).

The potential roadway improvement projects included in the air quality assessment are not anticipated to negatively impact “reasonable further progress” as it relates to the state of Colorado demonstrating a path to attainment status for the ozone NAAQS. These improvement projects are also not anticipated to negatively impact NAAQS attainment status for PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>, and CO.

The Colorado Department of Transportation (CDOT) will require quantitative analyses of Colorado air emissions and PM<sub>10</sub> air emissions for roadway improvement projects that are not exempt as identified in the CDOT Air Quality Project-Level Analysis Guidance document (CDOT 2019).

### 3.5. Protected Areas – Desktop Review

The USGS GAP 2022 PAD-US dataset is a comprehensive national inventory of protected area boundaries within the United States and includes public lands and parks, wilderness areas, National Wildlife Refuges, reserves, conservation easements, Marine protected areas, as well as the most up-to-date aggregation of Federal lands and waters, National Conservation Easement Database (NCED) easement data, and State updates from those states with capacity to provide new data. This dataset also includes information from the GAP which maps predictions of the spatial distribution of suitable environmental and land cover conditions within the United States for individual species. Mapped areas represent places where the environment is suitable for various species to occur, with notes on land management protocols. Additionally, data from the City of Fort Collins Natural Areas was used to verify and identify any limitations in the previous dataset.

The above datasets indicate that the project boundaries of three sites are within a regulatory boundary of one or more identified protected areas. A brief summary of the protected areas found within the boundaries of these three projects is below:

- **Prospect Corridor Improvements:** Local Conservation areas (Cottonwood Hollow Natural Area; Running Deer Natural Area/Resource Recovery Farm; Running Deer Natural Area; Riverbend Ponds Natural Area); GAP Status code: managed for biodiversity - disturbance events suppressed
- **Taft Hill Corridor Improvements:** Within Fort Collins designated Natural Areas (e.g., Cathy Fromme Prairie Natural Area, Franz Farm)
- **Timberline and Carpenter:** Within Fort Collins designated Natural Areas (Fossil Creek Reservoir Natural Area); GAP Status code: Managed for biodiversity – disturbance events suppressed

### 3.6. Historical Building – Desktop Review

As noted in in Section 2, presence of historical buildings within and/or adjacent to individual project area boundaries was evaluated through current and historical maps to identify individual project areas with possible historical structures. For all 14 projects reviewed, there are no structures within the project area boundaries as included in this assessment. A 50-foot buffer from the edge of the project area was also evaluated for structures that may abut individual project activities. For the eight projects listed below, further review of cultural resources information may be required prior to finalizing the individual project impact areas and/or if individual project area boundaries are expanded from those included in this assessment.

- **Prospect Corridor Improvements:** No structures currently within Project area. Structures are present within the 50-foot buffer north of Prospect between South Summit View Drive and Boxelder Creek that was also present in 1999 (1977 data not available).
- **Timberline and Harmony:** No structures currently within Project area. One structure currently located within the 50-foot buffer on northwest corner that was also present in 1977.
- **Timberline and Prospect:** No structures currently within Project area. Structures currently within the 50-foot buffer on northeast corner that were constructed between 1977 and 1999 based on aerial maps.
- **Riverside Avenue Road Diet:** No structures currently within Project area. Several buildings within 50-foot buffer along the Project area with some also present on 1977 aerial maps.
- **Vine Drive and Timberline Road Overpass:** No structures currently within Project area. One structure currently within the 50-foot buffer on northeast corner that was also present in 1999 (1977 data not available).
- **Boardwalk and Harmony:** No structures currently within Project area. One structure currently present within the 50-foot buffer on northwest corner that was also present on 1977 aerial maps.

- **Harmony and JFK Parkway/Hogan:** No structures currently within Project area. One structure currently present within the 50-foot buffer on southwest corner that was not present on 1977 aerial maps. Based on review of both the 1977 and 1999 aerial maps, the current intersection appears to have been constructed where past residential and/or commercial infrastructure existed prior to 1999.
- **Shields and Prospect:** No structures currently within Project area. Structures present within the 50-foot buffer on northwest and northeast corners that were also present on 1999 and 1977 aerial maps.

The above summary is preliminary based on desktop review; additional desktop and/or field survey may be required to meet local, state, and/or federal requirements (e.g., based on funding mechanisms, to comply with various regulatory requirements).

## 4. CONCLUSIONS

The results of the environmental critical issues assessment for the 14 project areas included in this document and summarized in Table A.1 (Appendix A) provide a risk screening for potential environmental resource impacts that may be further avoided and/or require additional site assessment and permitting prior to individual project construction. Of the 14 project sites, seven were identified as having higher environmental resource impact and/or permitting requirement risks and a field survey for visual inspection was conducted in September 2022. Six of these seven sites were visually inspected for water features and wildlife habitat with the remaining one project area inaccessible due to ongoing construction activities (i.e., Suniga Road). Field observations were incorporated into the risk screening evaluation as presented in Appendix A with the following recommendations:

- Four of the seven projects with water features are anticipated to have jurisdictional water features, however impacts can be avoided through design and/or construction activities remaining within the individual project areas.
- Two project areas are anticipated to have jurisdictional and non-jurisdictional water features including potential impacts based on the current individual project areas. An administrative jurisdictional determination (JD) is recommended for submittal prior to completing project design. Additional field survey activities may be recommended depending on the length of time between the September 2022 field survey and initiation of construction activities (e.g., within approximately one year versus multiple years in the future).
- It is recommended that for the one remaining site that was inaccessible (i.e., Suniga Road), a visual field inspection be conducted when accessible to allow further assessment of existing water features, potential WOTUS jurisdiction, and if potential impacts can be avoided through the design process, as well as potentially suitable habitat for species of concern.

Of the 14 project sites, three sites were screened as medium risk based on potential wildlife habitat. These projects were included in the desktop review with identified potential environmental impacts limited to past observed bird nests within or in the vicinity of the individual project areas. These sites were not included for visual inspection as field surveys for the identified species are recommended closer to design finalization and initiation of construction activities. Restrictive site activities based on wildlife habitat (e.g., active nests, etc.) are included in this report for the applicable project sites.

The four remaining sites of the 14 total projects are considered low risk from both a potential environmental resource impact and potential permitting requirements perspective. These projects were included in the desktop review and environmental resource impacts were identified not present within the individual project areas.

Of the 14 project areas, eight sites may require further review of historical structures and/or cultural resources based on desktop review of historical aerial information.

Appendix A, Table A. 1 includes summary tables of the 14 project areas sorted by risk category (e.g., high, medium, and low) with additional detailed information included in Table A.2.

## 5. REFERENCES

- Buehler, D. A. (2020). *Bald Eagle (Haliaeetus leucocephalus)*, version 1.0. In *Birds of the World* (A. F. Poole and F. B. Gill, Editors). Cornell Lab of Ornithology, Ithaca, NY, USA.  
<https://doi.org/10.2173/bow.baleag.01>
- Colorado Department of Transportation (CDOT). 2019. *Air Quality Project-Level Analysis Guidance*. Accessed July 2022: <https://www.codot.gov/programs/environmental/air-quality/assets/cdot-aq-plag>
- Colorado Division of Wildlife. 2003. *Conservation Plan for Grassland Species in Colorado – Appendix E Species Account: Ferruginous Hawk*. Colorado Division of Wildlife and Colorado Grassland Species Working Group. November 26.  
<https://cpw.state.co.us/Documents/WildlifeSpecies/Grasslands/appendixE.pdf>
- Colorado Oil and Gas Conservation Commission (COGCC). 2019. *Senate Bill 181. April 16*. Accessed July 2022: <https://cogcc.state.co.us/sb19181.html#/overview>
- Colorado Parks and Wildlife (CPW). N.d. *Senate Bill 181*. Accessed July 2022:  
<https://cpw.state.co.us/conservation/Pages/CON-Energy-Land.aspx>
- CPW. 2020. *Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors (2020)*. <https://cpw.state.co.us/Documents/WildlifeSpecies/LivingWithWildlife/Raptor-Buffer-Guidelines.pdf>
- CPW. 2021. *Recommended survey protocol and actions to protect nesting burrowing owls*. <https://cpw.state.co.us/Documents/WildlifeSpecies/LivingWithWildlife/Recommended-Survey-Protocol-Burrowing-Owls.pdf#search=burrowing%20owls>
- CPW. 2022a. *Species Activity Mapping Data (SAM)*. Updated January 6, 2022. Accessed July 2022: <https://www.arcgis.com/home/item.html?id=190573c5aba643a0bc058e6f7f0510b7>

- CPW. 2022b. *Threatened and Endangered List. Colorado Parks & Wildlife – Species Profiles*. Accessed August 2022: <https://cpw.state.co.us/learn/Pages/SpeciesProfiles.aspx>
- Environmental Laboratory. (1987). "*Corps of Engineers Wetlands Delineation Manual*," Technical Report Y-87-1, U.S. Army Engineer Waterways Experiment Station, Vicksburg, MS.
- Environmental Protection Agency (EPA). 2022. *Revising the Definition of "Waters of the United States"*. <https://www.epa.gov/wotus/revising-definition-waters-united-states>. Accessed July 2022
- Federal Emergency Management Administration (FEMA). N.d. *Definitions of FEMA Flood Zone Designations*. [https://efotg.sc.egov.usda.gov/references/public/NM/FEMA\\_FLD\\_HAZ\\_guide.pdf](https://efotg.sc.egov.usda.gov/references/public/NM/FEMA_FLD_HAZ_guide.pdf)FEMA. 2021. Preliminary FEMA Map Products. Accessed August 2022: <https://hazards.fema.gov/femaportal/prelimdownload/searchResult.action>
- FEMA. 2021. *National Flood Hazard Layer (NFHL) Larimer County*. August 26. Accessed July 2022: <https://www.fema.gov/flood-maps/national-flood-hazard-layer>
- Fort Collins History Connection. 1977. "*Fort Collins South of Prospect Avenue (Aerial Photograph)*." Fort Collins History Connection: An Online Collaboration of the Fort Collins Museum and the Poudre River Public Library District. Accessed September 2022: <https://fchc.contentdm.oclc.org/digital/collection/hm/id/769/rec/2>
- Larimer County, n.d. *Larimer County GIS Portal v. 1.3.0*. Accessed September 2022: <https://maps1.larimer.org/gvh/?Viewer=LIL&run=Theme&theme=Land%20Information>
- U.S. Army Corps of Engineers (USACE). 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region*. ERDC/EC TR-10-1. U.S. Army Engineer Research and Development Center, Vicksburg MS.
- U.S. Fish and Wildlife Service (USFWS). N.d. *Nationwide Standard Conservation Measures*. <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- USFWS. 2022a. *National Wetlands Inventory (NWI). Map viewer*. Accessed July 2022: <https://www.fws.gov/program/national-wetlands-inventory>
- USFWS. 2022b. *U.S. Fish & Wildlife Service Information for Planning and Consultation (IPaC) System*. Accessed July 2022: <https://ipac.ecosphere.fws.gov/>
- USFWS. 2022c. *Critical Habitat Portal*. Accessed July 2022: [https://services.arcgis.com/QVENGdaPbd4LUkLV/ArcGIS/rest/services/USFWS\\_Critical\\_Habitat/FeatureServer](https://services.arcgis.com/QVENGdaPbd4LUkLV/ArcGIS/rest/services/USFWS_Critical_Habitat/FeatureServer)
- U.S. Geologic Survey (USGS). 2011. *National Gap Analysis Program (GAP) National Land Cover*. Accessed July 2022: <https://www.usgs.gov/programs/gap-analysis-project>
- USGS. 2020. *National Hydrography Dataset (NHD)*. Accessed July 2022: <https://www.usgs.gov/national-hydrography/national-hydrography-dataset>
- USGS. 2021. *ESRI Topographic Maps*. Accessed May 2022: <https://www.usgs.gov/the-national-map-data-delivery/topographic-maps>

Item 17.

USGS. 2022. *Protected Areas Database (PAD)*. Accessed July 2022:  
<https://www.usgs.gov/programs/gap-analysis-project/science/protected-areas>

# **APPENDIX A ENVIRONMENTAL CRITICAL ISSUES ASSESSMENT SUMMARY TABLES**



**Table A.1 - Environmental Critical Issues Assessment Summary - Desktop Review and Field Survey**

<b>Project Name / Location</b>	<b>Project Type</b>	<b>Field Survey</b>	<b>Water Impacts</b>	<b>Anticipated WOTUS Features</b>	<b>Potential Wildlife Habitat</b>	<b>Raptor Nest Boundary</b>	<b>FEMA Floodplain</b>	<b>Protected Areas (Non-historical)</b>	<b>Historical Structures</b>
<b>Prospect Corridor Improvements</b>	Corridor Improvements	Visual Inspection: 9/28/2022 and 9/30/2022; Pre-Construction recommended	Yes	Jurisdictional and non-jurisdictional features likely present. Recommend Jurisdictional Determination (JD) submittal. Impacts likely within Project area.	Yes	Yes <i>Nest observed September 2022</i>	Yes	Yes	Structures are present in the 1977 map on the eastern portion of the site, just west of Boxelder Creek.
<b>Suniga Road</b>	New Construction	Attempted on 9/28/22; construction activity at time of site visit; Field investigation not performed.	Yes	Features potentially jurisdictional and non-jurisdictional. Potential impacts within Project Area - <i>Not able to field verify.</i>	Yes	Yes	Yes	No	None
<b>Taft Hill Corridor Improvements</b>	Corridor Improvements	Visual Inspection: 9/20/2022 and 9/27/22; Pre-Construction recommended	Yes	Jurisdictional features likely present. Impacts can be avoided by staying within the Project Area.	Yes	No	No	Yes	None
<b>Timberline &amp; Prospect</b>	Intersection Improvements	Visual Inspection: 9/27/2022; Pre-Construction recommended	Yes	Jurisdictional features likely present. Impacts can be avoided by staying within the Project Area.	Yes	No	Yes	No	Structures are present in the 1977 map located on the southeast corner of intersection.
<b>Timberline Road North - Segment 1</b>	New Construction	Visual Inspection: 9/28/2022; Pre-Construction recommended	Yes	Jurisdictional and non-jurisdictional features likely present. Recommend JD submittal. Southern Project area features may be avoided by staying within the Project Area. Northern feature likely non-jurisdictional and to be impacted.	No	Yes	Yes	No	No Data
<b>Timberline Road North - Segment 2</b>	New Construction	Visual Inspection: 9/28/2022; Pre-Construction recommended	Yes	Jurisdictional features likely present. Depending on final design, impacts may be avoided by staying within the Project area.	No	Yes <i>Nest observed September 2022</i>	No	No	No Data
<b>Timberline &amp; Harmony</b>	Intersection Improvements	Visual Inspection: 9/20/2022; Pre-Construction recommended	Yes	Jurisdictional features likely present. Impacts can be avoided by staying within the Project Area.	No	No	No	No	Structures are present in the 1977 map located on the northwest corner of intersection.

**Table A.1 - Environmental Critical Issues Assessment Summary - Desktop Review and Field Survey**

<b>Project Name / Location</b>	<b>Project Type</b>	<b>Field Survey</b>	<b>Water Impacts</b>	<b>Anticipated WOTUS Features</b>	<b>Potential Wildlife Habitat</b>	<b>Raptor Nest Boundary</b>	<b>FEMA Floodplain</b>	<b>Protected Areas (Non-historical)</b>	<b>Historical Structures</b>
<b>Riverside Avenue Road Diet</b>	Road Diet	Pre-Construction	No	NA	Yes	No	No	No	Structure is present in the 1977 map.
<b>Timberline &amp; Carpenter</b>	Intersection Improvements	Pre-Construction	No	NA	Yes	Yes	No	Yes	No Data
<b>Vine Drive &amp; Timberline Road Overpass</b>	New Construction	Pre-Construction	No	NA	No	Yes	No	No	No Data
<b>Boardwalk &amp; Harmony</b>	Intersection Improvements	No	No	NA	No	No	No	No	Structures are present in the 1977 map located where the northwest corner of intersection is presently located.
<b>Harmony &amp; JFK/Hogan</b>	Intersection Improvements	No	No	NA	No	No	No	No	The 1977 map depicts a residential community at this location.
<b>Shields &amp; Horsetooth</b>	Intersection Improvements	No	No	NA	No	No	No	No	Structures are present in the 1977 map.
<b>Shields &amp; Prospect</b>	Intersection Improvements	No	No	NA	No	No	No	No	Historical structures within 50-foot boundary

Table A.2 - Detailed Environmental Critical Issues Assessment Summary - Desktop Review and Field Survey

Project Name/Location	Project Type	Description of Proposed Improvements	Field Survey	Water Features	Anticipated WOTUS Features	Potential Wildlife Habitat	Raptor Nests	FEMA Floodplain Zones	Protected Areas (Non-historic)	Historical Buildings within Project Boundary
Prospect Corridor Improvements	Corridor Improvements	Widen to 5 lane section	Field survey confirmed on 9/28/2022 and 9/30/2022 that the site features a combination of riverine, freshwater ponds, freshwater emergent, and forested/shrub wetlands capable of providing habitat to native aquatic species.	Riverine; Freshwater Emergent Wetland; Freshwater Forested/Shrub Wetland; Freshwater Pond	Cache la Poudre River and Boxelder Creek run through the Project; features potentially jurisdictional - field confirmed	Aquatic Sportfish Management Waters; Aquatic Native Species Conservation Waters <i>Field investigation confirmed the site features a combination of riverine and freshwater ponds capable of providing habitat to native aquatic species.</i>	Within 0.24 mi buffer of Active Osprey Nest (no permitted activity March 15 - August 15); Within 0.24 mi buffer of Osprey nest; Within 0.33 mi buffer of Active Red Tailed Hawk (RTH) nest (No permitted activities within 1/2 mile radius of active nests from February 15 through July 15). <b>During September 2022 field survey, a nest was observed near the southeastern reach of the Cache la Poudre River and appears to be inside of the project buffer; potentially an Osprey nest.</b>	Zones: AE; AO; AE Floodway; 500-year Flood	Local Conservation areas (Cottonwood Hollow Natural Area; Running Deer Natural Area/Resource Recovery Farm; Running Deer Natural Area; Riverbend Ponds Natural Area;) GAP Status code: managed for biodiversity - disturbance events suppressed	No structures currently within Project Area. Structures are present within 50-foot buffer north of Prospect between South Summit View Drive and Boxelder Creek, also present in 1999; 1977 data not available.
Suniga Road	New Construction	Construct 4 lane section	Planned, however, construction activity was occurring at time of site visit on 9/28/22. Field investigation was not performed.	Four riverine crossings; freshwater emergent wetland <i>Active construction was occurring at site, field survey not completed.</i>	Lake Canal runs through Project - potentially jurisdictional; emergent wetland near iron horse park seems isolated and potentially non-jurisdictional. <i>Active construction was occurring at site, field survey not completed.</i>	Proximity to Aquatic Native Species Conservation Waters 500 ft buffer. <i>Active construction was occurring at site, field survey not completed.</i>	Within 0.25 mile and 0.5 mile radius of Bald Eagle Active Nest Site (No Surface Occupancy [NSO]) beyond that which historically occurred, within 1/4 mile radius of active nests. No permitted activities within 1/2 mile (radius of active nest sites from December 1 through July 31) <b>Active construction was occurring at site, field survey not completed.</b>	Zones: AE Flood Fringe; AE Floodway; 500-year Flood	None	No structures currently within Project Area or 50-foot buffer.
Taft Hill Corridor Improvements	Corridor Improvements	Improve Shoulders: Add shoulders/widen existing shoulders to improve bicyclist comfort and safety; improve animal crossing/warning signage.	Field survey confirmed on 9/20/2022 and 9/27/2022 that the site features a combination of riverine, freshwater ponds and freshwater emergent wetlands capable of providing habitat to native aquatic species.	Freshwater emergent wetlands; Freshwater pond; riverine crossings	Fossil Creek and Trilby Lateral run through Project; features potentially jurisdictional - field confirmed	Aquatic Native Species Conservation Waters. <i>Field survey indicates that site may potentially provide habitat for native aquatic species.</i>	None	Area of Minimal Flood Hazard	Within Fort Collins designated Natural Areas (Cathy Fromme Prairie Natural Area, Franz Farm)	No structures currently within Project Area or 50-foot buffer.
Timberline & Harmony	Intersection Improvements	Add 3rd NB & SB through lanes to improve LOS; Add RT bypass islands to shorten pedestrian crossings.	Field survey confirmed on 9/20/2022 that the site contains a riverine feature.	Potential riverine	Dixon Canyon Lateral runs through top corner of the Project; potentially jurisdictional - field confirmed	None	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area. One structure currently within 50-foot buffer on northwest corner also present in 1977.
Timberline & Prospect	Intersection Improvements	Add 3rd NB & SB through lanes to improve LOS	Field survey confirmed on 9/27/2022 that the site features a combination of riverine and freshwater emergent wetlands capable of providing habitat to native aquatic species.	Riverine; Freshwater Emergent Wetland	Spring Creek runs through the Project; features potentially jurisdictional - field confirmed	Aquatic Native Species Conservation Waters; Aquatic Sportfish Management Waters. <i>Field survey indicates Spring Creek likely provides habitat for native aquatic species. Intersection may also provide habitat for burrowing owls due to the presence of a prairie dog colony.</i>	None	Zones: AE, Flood Fringe; AE Floodway; Area with reduced risk due to Levee	None	No structures currently within Project Area. Structures currently within 50-foot buffer on northeast corner constructed between 1977 and 1999.
Timberline Road North Segment 1	New Construction	Widen to 4 lanes	Field survey confirmed on 9/28/2022 that the site features a combination of riverine and freshwater emergent wetlands capable of providing habitat to native aquatic species.	Riverine; Freshwater Emergent Wetland	Lake Canal runs through the Project as well as the Cache la Poudre Reservoir Inlet; wetlands are near Lake Canal; features potentially jurisdictional - field confirmed	None	Within 0.33 mi buffer of Active RTH nest (No permitted activities within 1/2 mile radius of active nests from February 15 through July 15). <b>No nests were observed in during September 2022 field survey.</b>	Zones: AE Flood Fringe; AE Floodway; 500-year Flood	None	No structures currently within Project Area or 50-foot buffer.
Timberline Road North Segment 2	New Construction	Widen to 4 lanes	Field survey confirmed on 9/28/2022 that the site contains riverine features capable of providing habitat to native aquatic species.	Riverine	Larimer and Weld Canal and No. 8 Outlet run through the Project; features potentially jurisdictional - field confirmed	None	Within 0.33 mi buffer of Active RTH nest (No permitted activities within 1/2 mile radius of active nests from February 15 through July 15). <b>During September 2022 field survey, a potential raptor nest was observed approximately 200 feet outside the Project area.</b>	Area of Minimal Flood Hazard	None	No structures currently within Project Area or 50-foot buffer.
Riverside Avenue Road Diet	Road Diet	Narrow roadway to add two-way cycle track on south side of roadway and associated intersection improvements; transition to 2-way off-street, multi-use path at Lemay	Yes	None	NA	Aquatic Native Species Conservation Waters	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area. Several buildings within 50-foot buffer, some also present in 1977 map.
Timberline & Carpenter	Intersection Improvements	Auxiliary Lane Improvements: Extend WB right-turn and EB left-turn lanes to increase storage and deceleration lengths (Short-Term). Roundabout	Yes	None	NA	Within 0.5 mile buffer of Bald Eagle Roost or Communal Roost site (No permitted activities within radius from November 15 through March 15)	Documented active Great Horned Owl nest within Project Area	Area of Minimal Flood Hazard	Within Fort Collins designated Natural Areas (Fossil Creek Reservoir Natural Area); GAP Status code: Managed for biodiversity - disturbance events suppressed	No structures currently within Project Area or 50-foot buffer.
Vine Drive & Timberline Road Overpass	New Construction	Railroad Viaduct over Vine Street along Timberline	Yes	None	NA	None	Within 0.33 mi buffer of Active RTH nest (No permitted activities within 1/2 mile radius of active nests from February 15 through July 15).	Area of Minimal Flood Hazard	None	No structures currently within Project Area. One structure currently within 50-foot buffer on northeast corner that was present in 1999; 1977 data not available.

**Table A.2 - Detailed Environmental Critical Issues Assessment Summary - Desktop Review and Field Survey**

Project Name/Location	Project Type	Description of Proposed Improvements	Field Survey	Water Features	Anticipated WOTUS Features	Potential Wildlife Habitat	Raptor Nests	FEMA Floodplain Zones	Protected Areas (Non-historic)	Historical Buildings within Project Boundary
<b>Boardwalk &amp; Harmony</b>	Intersection Improvements	Signal Rebuild: longer NB mast-arm to improve NB signal head alignment, add LT side-of-pole heads, upgrade all LT to FYA; ped. button accessibility; retiming. Access Break at RIRO	No	None	NA	None	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area. One structure currently within 50-foot buffer on northwest corner that was present in 1977.
<b>Harmony &amp; JFK/Hogan</b>	Intersection Improvements	Intersection & Signal Rebuild at JFK/Hogan: remove NB/SB split phase by shifting SB dual LT east (1 NB departure lane), widen south leg to east; add WB RT overlap	No	None	NA	None	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area. One structure currently within 50-foot buffer on southwest corner that appears to have been built between 1977 and 1999.
<b>Shields &amp; Horsetooth</b>	Intersection Improvements	Intersection Rebuild and Access Restriction: Extend SB LT storage, restrict Richmond/Shields intersection by extending median to the north; add WB RT overlap signal and phase. <i>Protect only SB LT</i>	No	None	NA	None	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area or 50-foot buffer.
<b>Shields &amp; Prospect</b>	Intersection Improvements	Add Westbound Right-Turn Lane: Add WB right-turn lane with RT overlap signal. Consider SB protected-only left-turn operation.	No	None	NA	None	None	Area of Minimal Flood Hazard	None	No structures currently within Project Area. Structures present within 50-foot buffer on northwest and northeast corners, confirmed 1977, 1999 and current.

# **APPENDIX B INFORMATION PLANNING AND CONSULTATION (IPAC) REPORT**



# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Colorado Ecological Services Field Office  
Denver Federal Center  
P.O. Box 25486  
Denver, CO 80225-0486  
Phone: (303) 236-4773 Fax: (303) 236-4005

In Reply Refer To:  
Project Code: 2022-0065427  
Project Name: Fort Collins Capital Project Prioritization

July 19, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

### To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands



## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

### **Colorado Ecological Services Field Office**

Denver Federal Center  
P.O. Box 25486  
Denver, CO 80225-0486  
(303) 236-4773

## Project Summary

Project Code: 2022-0065427

Event Code: None

Project Name: Fort Collins Capital Project Prioritization

Project Type: New Constr - Above Ground

Project Description: The overall project includes multiple individual transportation projects within the City of Fort Collins, in Colorado. The IPAC information is being used for initial analysis within the project areas. There is currently no identified timing for the individual projects, as they are being evaluated before being programmed.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.55579415,-105.08187976278602,14z>



Counties: Larimer County, Colorado

## Endangered Species Act Species

There is a total of 12 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 2 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### Mammals

NAME	STATUS
Canada Lynx <i>Lynx canadensis</i> Population: Wherever Found in Contiguous U.S. There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/3652">https://ecos.fws.gov/ecp/species/3652</a>	Threatened
Gray Wolf <i>Canis lupus</i> Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico. There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/4488">https://ecos.fws.gov/ecp/species/4488</a>	Endangered
Preble's Meadow Jumping Mouse <i>Zapus hudsonius preblei</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/4090">https://ecos.fws.gov/ecp/species/4090</a> General project design guidelines: <a href="https://ipac.ecosphere.fws.gov/project/VZCIEYKIKNGJ7EGEEUXNQEUUJU/documents/generated/6861.pdf">https://ipac.ecosphere.fws.gov/project/VZCIEYKIKNGJ7EGEEUXNQEUUJU/documents/generated/6861.pdf</a>	Threatened

## Birds

NAME	STATUS
<p>Eastern Black Rail <i>Laterallus jamaicensis ssp. jamaicensis</i></p> <p>No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/10477">https://ecos.fws.gov/ecp/species/10477</a></p>	Threatened
<p>Mexican Spotted Owl <i>Strix occidentalis lucida</i></p> <p>There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/8196">https://ecos.fws.gov/ecp/species/8196</a></p>	Threatened
<p>Piping Plover <i>Charadrius melodus</i></p> <p>Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. This species only needs to be considered under the following conditions:</p> <ul style="list-style-type: none"> <li>Project includes water-related activities and/or use in the N. Platte, S. Platte, and Laramie River Basins which may affect listed species in Nebraska.</li> </ul> <p>Species profile: <a href="https://ecos.fws.gov/ecp/species/6039">https://ecos.fws.gov/ecp/species/6039</a></p>	Threatened
<p>Whooping Crane <i>Grus americana</i></p> <p>Population: Wherever found, except where listed as an experimental population There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/758">https://ecos.fws.gov/ecp/species/758</a></p>	Endangered

## Fishes

NAME	STATUS
<p>Greenback Cutthroat Trout <i>Oncorhynchus clarkii stomias</i></p> <p>No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/2775">https://ecos.fws.gov/ecp/species/2775</a></p>	Threatened
<p>Pallid Sturgeon <i>Scaphirhynchus albus</i></p> <p>No critical habitat has been designated for this species. This species only needs to be considered under the following conditions:</p> <ul style="list-style-type: none"> <li>Project includes water-related activities and/or use in the N. Platte, S. Platte, and Laramie River Basins which may affect listed species in Nebraska.</li> </ul> <p>Species profile: <a href="https://ecos.fws.gov/ecp/species/7162">https://ecos.fws.gov/ecp/species/7162</a></p>	Endangered

## Insects

NAME	STATUS
<p>Monarch Butterfly <i>Danaus plexippus</i></p> <p>No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a></p>	Candidate

### Flowering Plants

NAME	STATUS
Ute Ladies'-tresses <i>Spiranthes diluvialis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/2159">https://ecos.fws.gov/ecp/species/2159</a>	Threatened
Western Prairie Fringed Orchid <i>Platanthera praeclara</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/1669">https://ecos.fws.gov/ecp/species/1669</a>	Threatened

### Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

## **USFWS National Wildlife Refuge Lands And Fish Hatcheries**

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

# Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

- 
1. The [Migratory Birds Treaty Act](#) of 1918.
  2. The [Bald and Golden Eagle Protection Act](#) of 1940.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

**The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\) list](#) or warrant special attention in your project location.** To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Oct 15 to Aug 31
Black Rosy-finch <i>Leucosticte atrata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9460">https://ecos.fws.gov/ecp/species/9460</a>	Breeds Jun 15 to Aug 31

NAME	BREEDING SEASON
<b>Black Swift</b> <i>Cypseloides niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/8878">https://ecos.fws.gov/ecp/species/8878</a>	Breeds Jun 15 to Sep 10
<b>Brown-capped Rosy-finch</b> <i>Leucosticte australis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 15 to Sep 15
<b>Cassin's Finch</b> <i>Carpodacus cassinii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9462">https://ecos.fws.gov/ecp/species/9462</a>	Breeds May 15 to Jul 15
<b>Chestnut-collared Longspur</b> <i>Calcarius ornatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 10
<b>Clark's Grebe</b> <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
<b>Evening Grosbeak</b> <i>Coccothraustes vespertinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10
<b>Ferruginous Hawk</b> <i>Buteo regalis</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/6038">https://ecos.fws.gov/ecp/species/6038</a>	Breeds Mar 15 to Aug 15
<b>Lesser Yellowlegs</b> <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9679">https://ecos.fws.gov/ecp/species/9679</a>	Breeds elsewhere
<b>Lewis's Woodpecker</b> <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9408">https://ecos.fws.gov/ecp/species/9408</a>	Breeds Apr 20 to Sep 30
<b>Long-billed Curlew</b> <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/5511">https://ecos.fws.gov/ecp/species/5511</a>	Breeds Apr 1 to Jul 31
<b>Long-eared Owl</b> <i>asio otus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/3631">https://ecos.fws.gov/ecp/species/3631</a>	Breeds Mar 1 to Jul 15



NAME	BREEDING SEASON
<b>Mountain Plover <i>Charadrius montanus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/3638">https://ecos.fws.gov/ecp/species/3638</a>	Breeds Apr 15 to Aug 15
<b>Olive-sided Flycatcher <i>Contopus cooperi</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/3914">https://ecos.fws.gov/ecp/species/3914</a>	Breeds May 20 to Aug 31
<b>Pinyon Jay <i>Gymnorhinus cyanocephalus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9420">https://ecos.fws.gov/ecp/species/9420</a>	Breeds Feb 15 to Jul 15
<b>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
<b>Sprague's Pipit <i>Anthus spragueii</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/8964">https://ecos.fws.gov/ecp/species/8964</a>	Breeds elsewhere
<b>Virginia's Warbler <i>Vermivora virginiae</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9441">https://ecos.fws.gov/ecp/species/9441</a>	Breeds May 1 to Jul 31

### Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

#### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for

that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

**Breeding Season (■)**

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

**Survey Effort (|)**

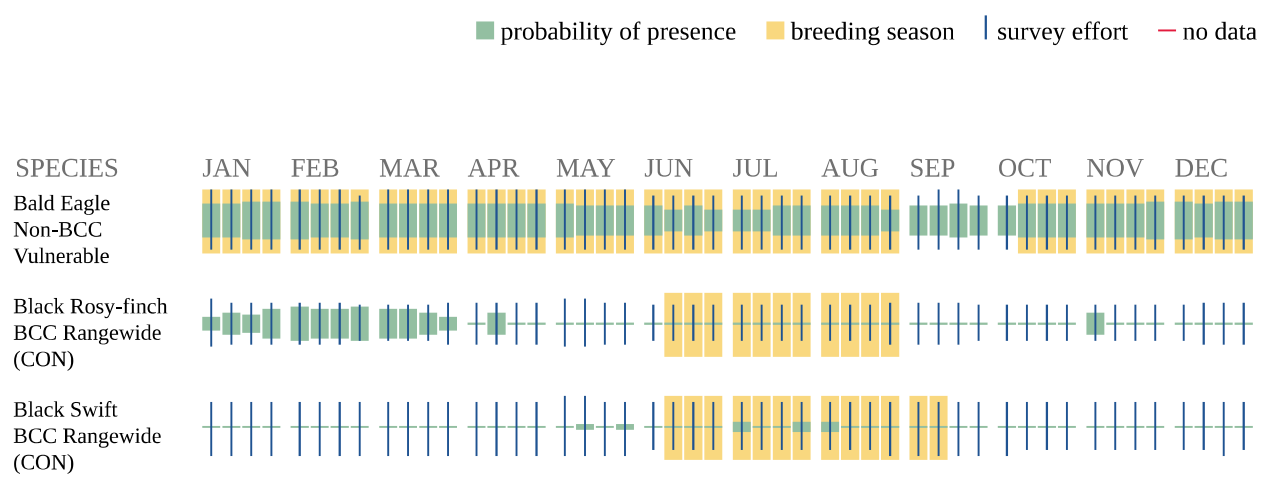
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

**No Data (-)**

A week is marked as having no data if there were no survey events for that week.

**Survey Timeframe**

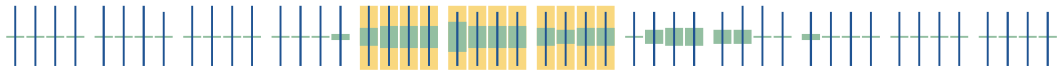
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





BCC Rangewide  
(CON)

Virginia's Warbler  
BCC Rangewide  
(CON)



Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

### Migratory Birds FAQ

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

### **How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### **What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### **What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### **Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

WETLAND INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE VISIT [HTTPS://WWW.FWS.GOV/WETLANDS/DATA/MAPPER.HTML](https://www.fws.gov/wetlands/data/mapper.html) OR CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

## **IPaC User Contact Information**

Agency: Olsson  
Name: Angie Martell  
Address: 1525 Raleigh St #400  
City: Denver  
State: CO  
Zip: 80204  
Email: amartell@olsson.com  
Phone: 7193091476

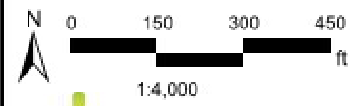


# **APPENDIX C**

## **FIGURES**



F:\2022\101501-02000\021-01676\40-Design\GIS\Maps\APRX\Fort Collins TCPPS\Fort Collins TCPPS.aprx PUBLISHED BY: ndimasacio DATE: October 13, 2022



- ▬ Riparian Corridor
- ▬ Wetland Boundary
- 50 foot Buffer
- TCPPS Project

**Prospect Corridor**  
 TCPPS  
 Fort Collins, Colorado  
**Field Survey Results**  
 Figure 1.1

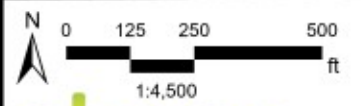


Inaccessible:  
Private Property

Boxelder Creek

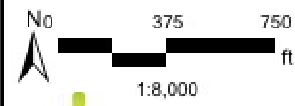
Running Deer Natural Area  
City of Fort Collins

Colorado  
Welcome  
Center



- Riparian Corridor
- Wetland Boundary
- TCPPS Project
- 50 foot Buffer

**Prospect Corridor**  
 TCPPS  
 Fort Collins, Colorado  
**Field Survey Results**  
 Figure 1.2



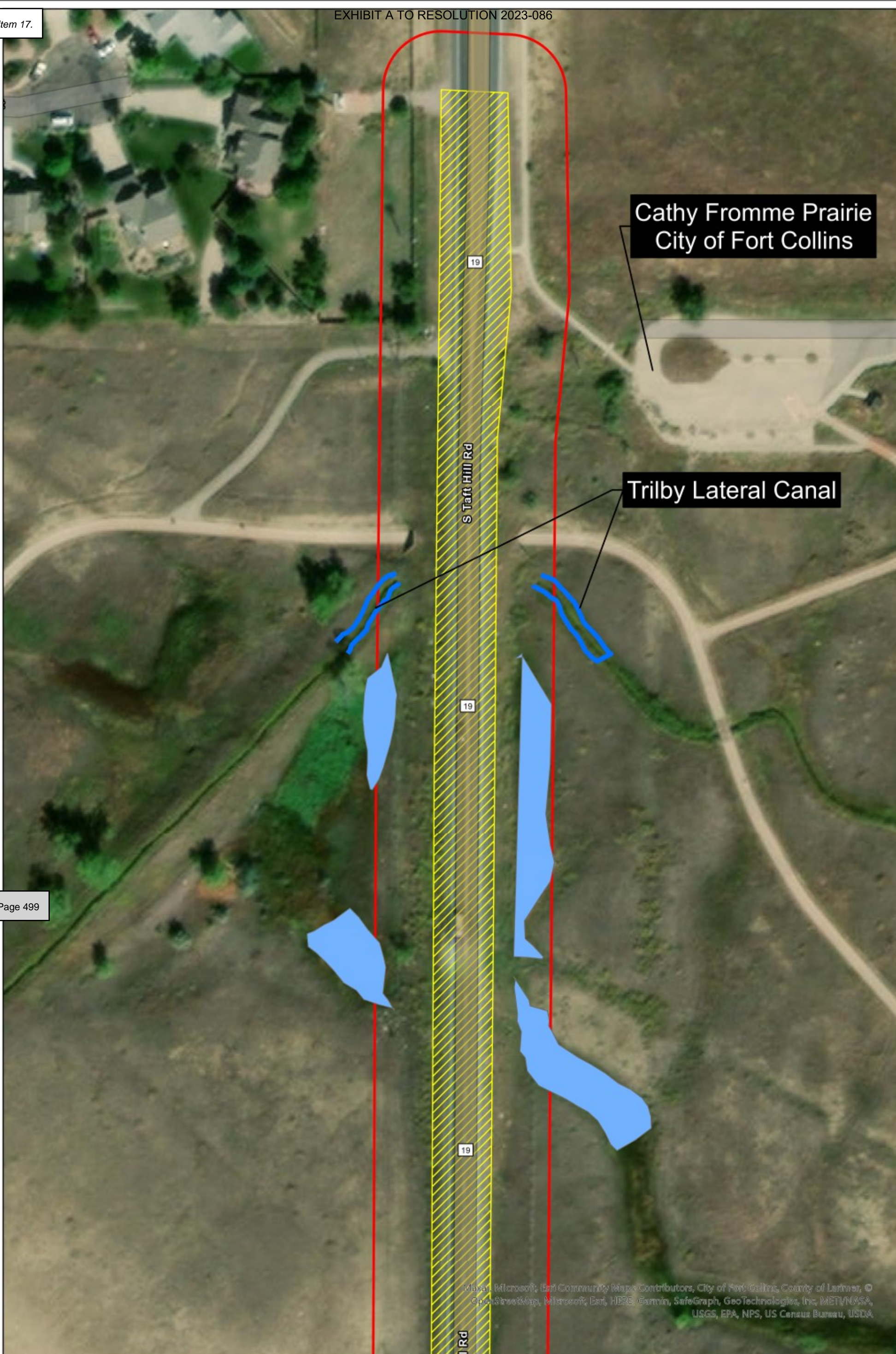
 TCPPS Project  
 50 foot Buffer

**NWI Features \***  
 Freshwater Emergent Wetland  
 Freshwater Forested/Shrub Wetland  
 Riverine

\*Note: NWI features were not mapped in the field due to limited site access.

**Suniga Road**  
 TCPPS  
 Fort Collins, Colorado  
**Field Survey Results**  
 Figure 2

F:\2022\101501-02000\021-01676\40-Design\GIS\Maps\APRX\Fort Collins TCPPS\Fort Collins TCPPS.aprx PUBLISHED BY: ndimasacio DATE: October 13, 2022



Cathy Fromme Prairie  
City of Fort Collins

Trilby Lateral Canal

S Taft Hill Rd

19

19

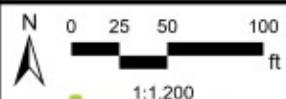
19

19

19 Rd

Maxar, Microsoft, Esri Community Maps Contributors, City of Fort Collins, County of Larimer, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

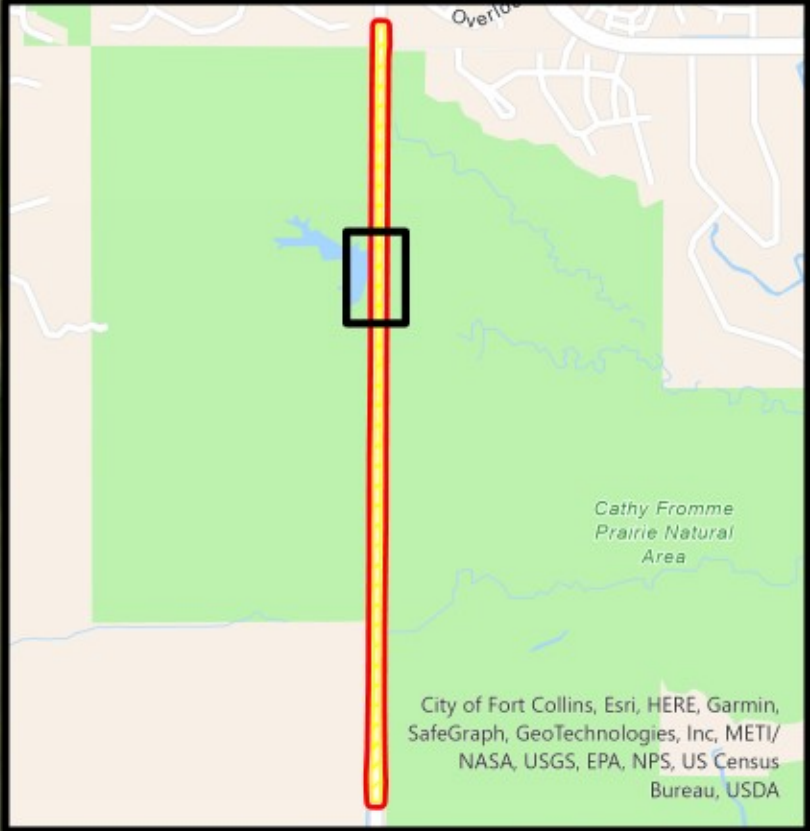
F:\2021\101501-02000\021-01676\40-Design\GIS\Maps\APRX\Fort Collins TCPPS\Fort Collins TCPPS.aprx PUBLISHED BY: ndimascio DATE: October 05, 2022



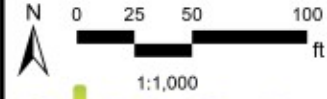
olsson

- Riparian Corridor
- Wetland Boundary
- 50 foot Buffer
- TCPPS Project

**Taft Hill Corridor**  
TCPPS  
Fort Collins, Colorado  
Field Survey Results  
Figure 3.1



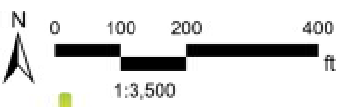
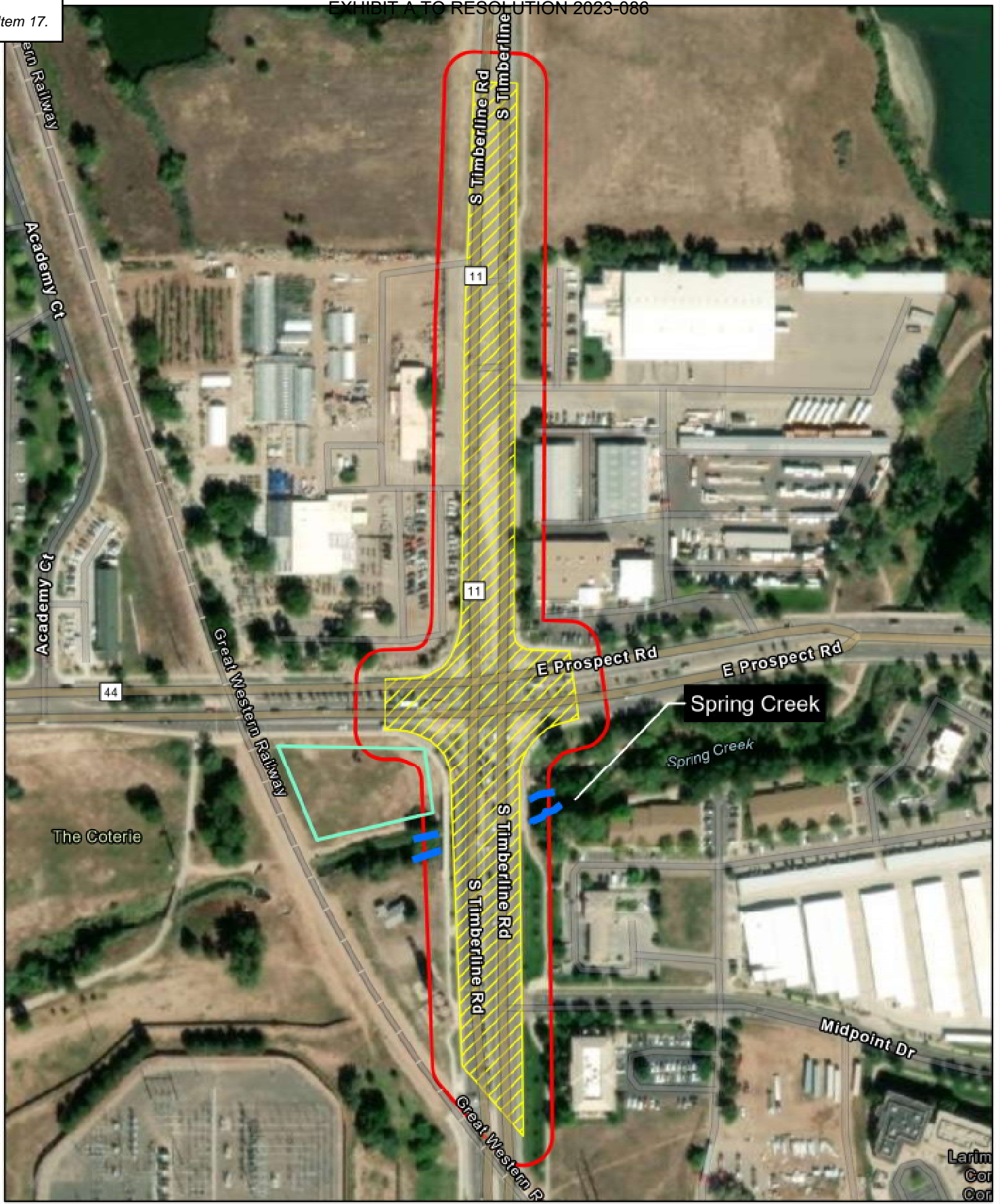
Mapas, Microsoft, Esri Community Maps Contributors, City of Fort Collins, County of Larimer, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



**olsson**

- Riparian Corridor
- Wetland Boundary
- 50 foot Buffer
- TCPPS Project

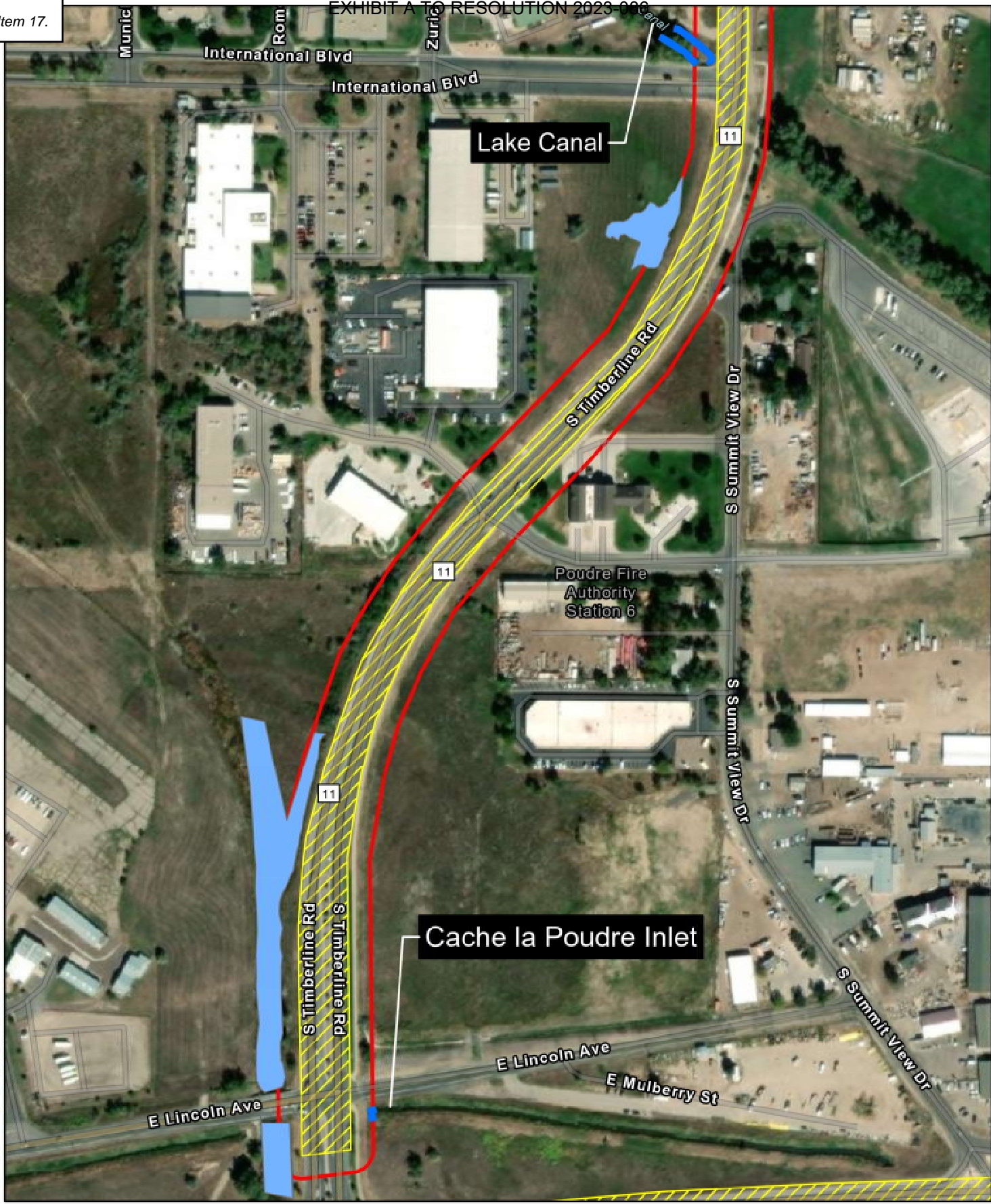
**Taft Hill Corridor**  
TCPPS  
Fort Collins, Colorado  
**Field Survey Results**  
Figure 3.2



- Prairie Dog Colony
- Riparian Corridor
- 50 foot Buffer
- TCPPS Project

**Timberline and Prospect**  
 TCPPS  
 Fort Collins, Colorado  
 Field Survey Results  
 Figure 4

F:\2021\101501-02000\021-01676\40-Design\GIS\Maps\APRX\Fort Collins TCPPS.aprx PUBLISHED BY: ndimascio DATE: October 06, 2022

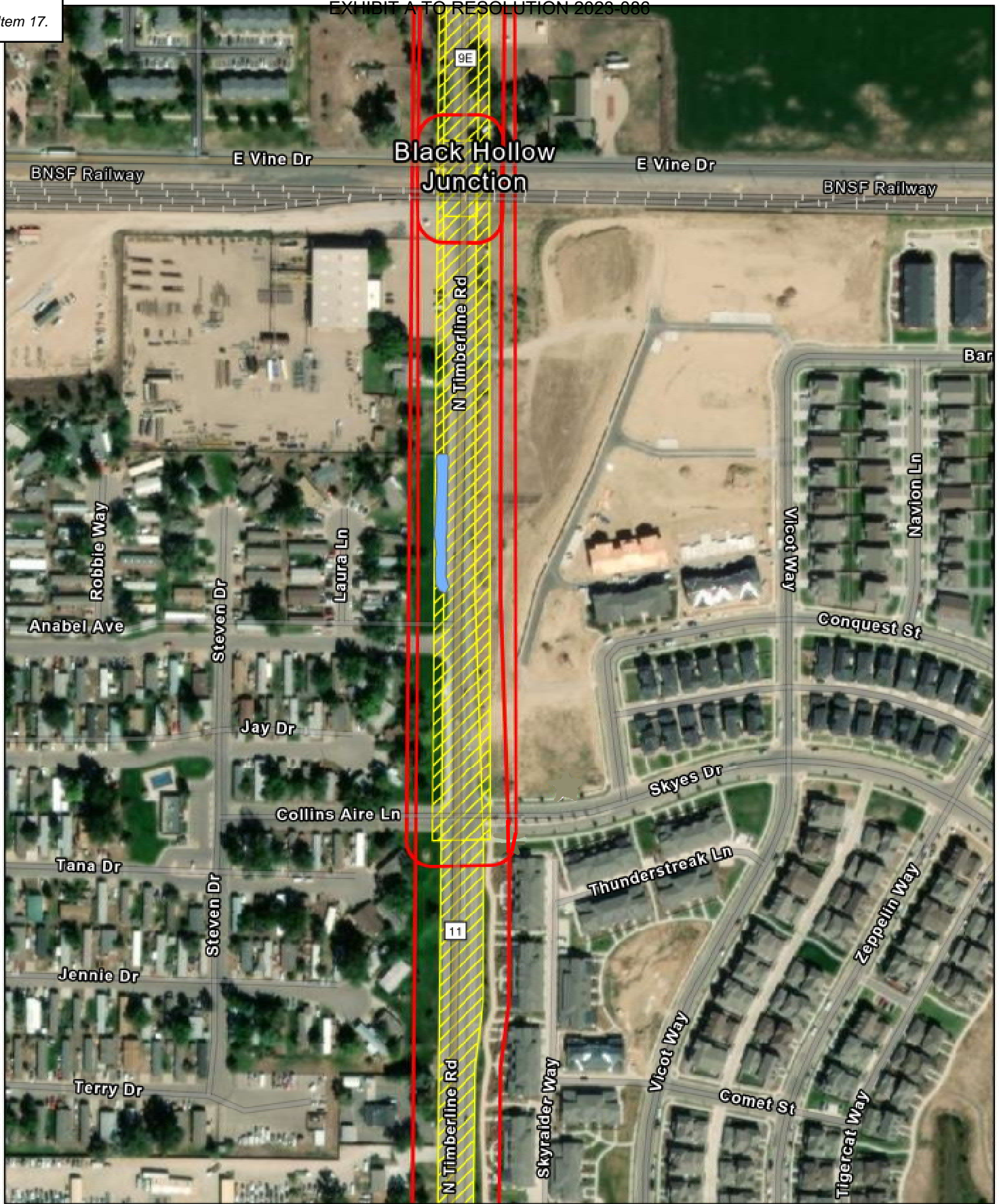


- █ Riparian Corridor
- █ Wetland Boundary
- 50 foot Buffer
- TCPPS Project

**Timberline Segment 1**  
 TCPPS  
 Fort Collins, Colorado  
**Field Survey Results**  
 Figure 5.1

F:\2021\101501-02000\021-01676\40-Design\GIS\Maps\APRX\Fort Collins TCPPS\Fort Collins TCPPS.aprx PUBLISHED BY: ndimascio DATE: October 05, 2022

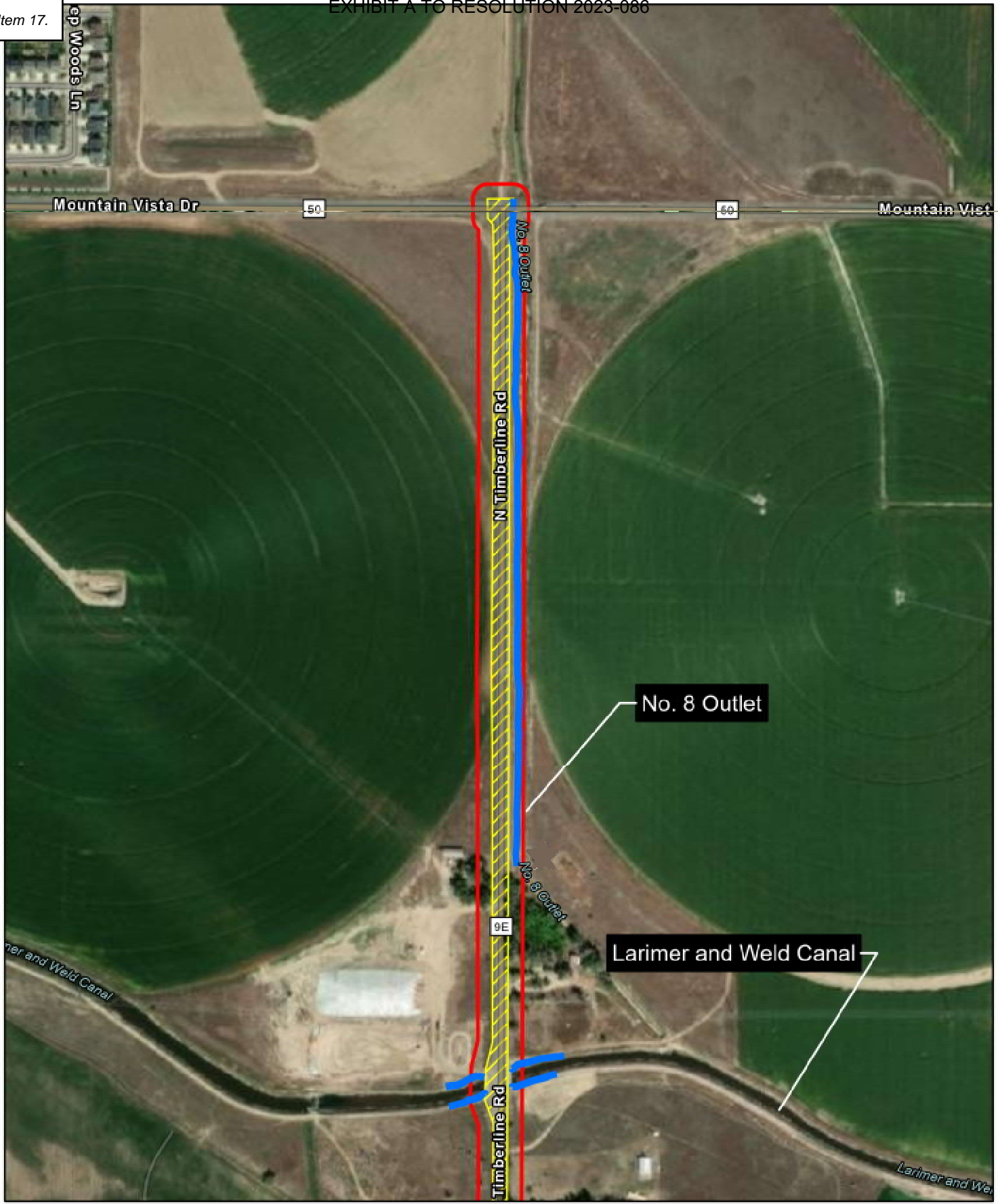




- Wetland Boundary
- 50 foot Buffer
- TCPPS Project

**Timberline Segment 1**  
 TCPPS  
 Fort Collins, Colorado  
**Field Survey Results**  
 Figure 5.2

F:\2021\101501-02000\021-01676\40-Design\GIS\Maps\APRX\Fort Collins TCPPS\Fort Collins TCPPS.aprx PUBLISHED BY: ndimascio DATE: October 05, 2022

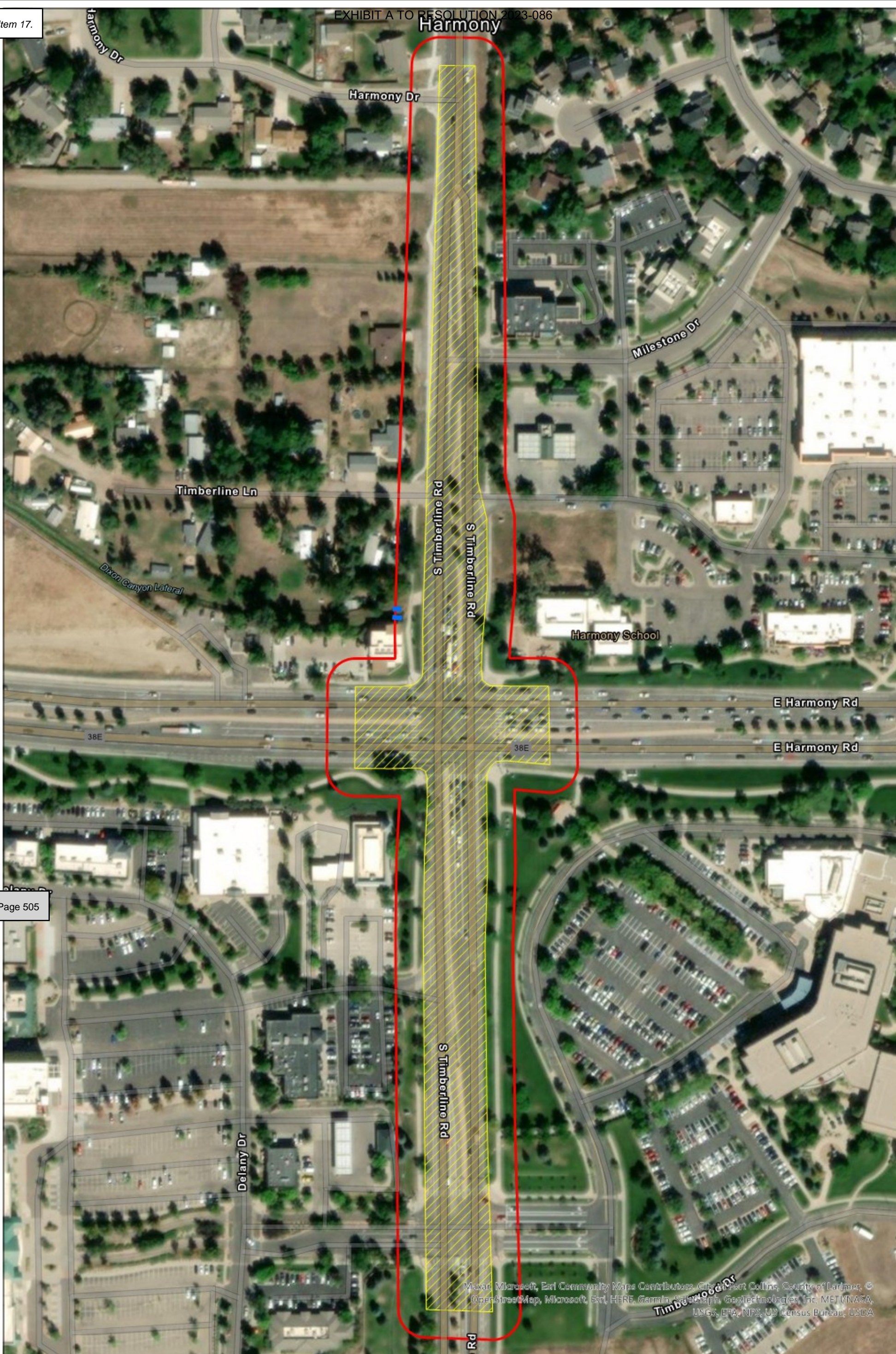


F:\2021\1011501-02000\021-01676\40-Design\GIS\Maps\APR\Fort Collins TCPPS\Fort Collins TCPPS.aprx PUBLISHED BY: ndimascio DATE: October 05, 2022

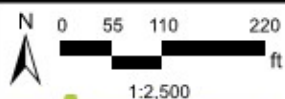
— Riparian Corridor     
   50 foot Buffer  
  TCPPS Project

**Timberline Segment 2**  
 TCPPS  
 Fort Collins, Colorado  
**Field Survey Results**  
 Figure 6

# Harmony



F:\2021\101501-02000\021-01676\40-Design\GIS\Maps\APRX\Fort Collins TCPPS\Fort Collins TCPPS.aprx PUBLISHED BY: ndimascio DATE: October 13, 2022



- Riparian Corridor
- TCPPS Project
- 50 foot Buffer

**Timberline and Harmony**  
 TCPPS  
 Fort Collins, Colorado  
 Field Survey Results  
 Figure 7

# **APPENDIX D PHOTOGRAPHY LOG**



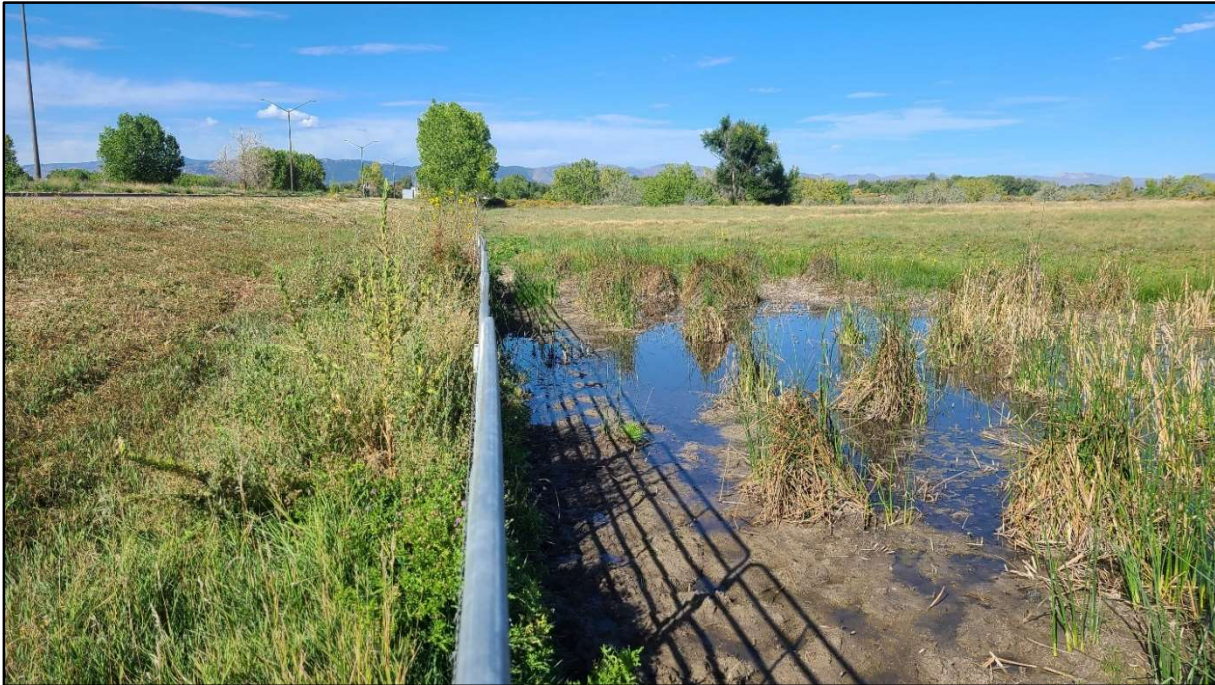
**Photo 1.** Prospect Corridor Improvements: Facing south, Cache la Poudre River flowing beneath Prospect Road bridge. Evidence of bird and bat habitat was seen on the bridge. East riparian corridor was steep and heavily vegetated.



**Photo 2.** Prospect Corridor Improvements: Facing east, north side of Boxelder Creek and riparian corridor. Site was heavily vegetated which continued on the south side of the Prospect Road bridge.



**Photo 3.** Prospect Corridor Improvements: Facing north, freshwater pond adjacent to a residential property. Pond is partially fed by a groundwater seep located on the southeast corner. Site is heavily vegetated with woody riparian vegetation.



**Photo 4.** Prospect Corridor Improvements: Facing west, wetland located on the north side of Prospect Road. Wetland located on private property but was inside of the project buffer.



**Photo 5.** Taft Hill Corridor Improvements: Trilby Lateral Canal on west side of Taft Hill Road. Wetland vegetation was present on both sides of the channel.



**Photo 6.** Taft Hill Corridor Improvements: Freshwater pond located on the west side of Taft Hill Road. Water level was low, but the northeastern corridor of pond was close to the project buffer.



**Photo 7.** Taft Hill Corridor Improvements: Facing east, wetland located at the bottom of a roadside berm immediately adjacent to the west side of Taft Hill Road.



**Photo 8.** Timberline and Prospect: Riparian corridor of Spring Creek channel at the intersection of Prospect Road and Timberline Road. Riparian corridor vegetated with grasses and woody vegetation.

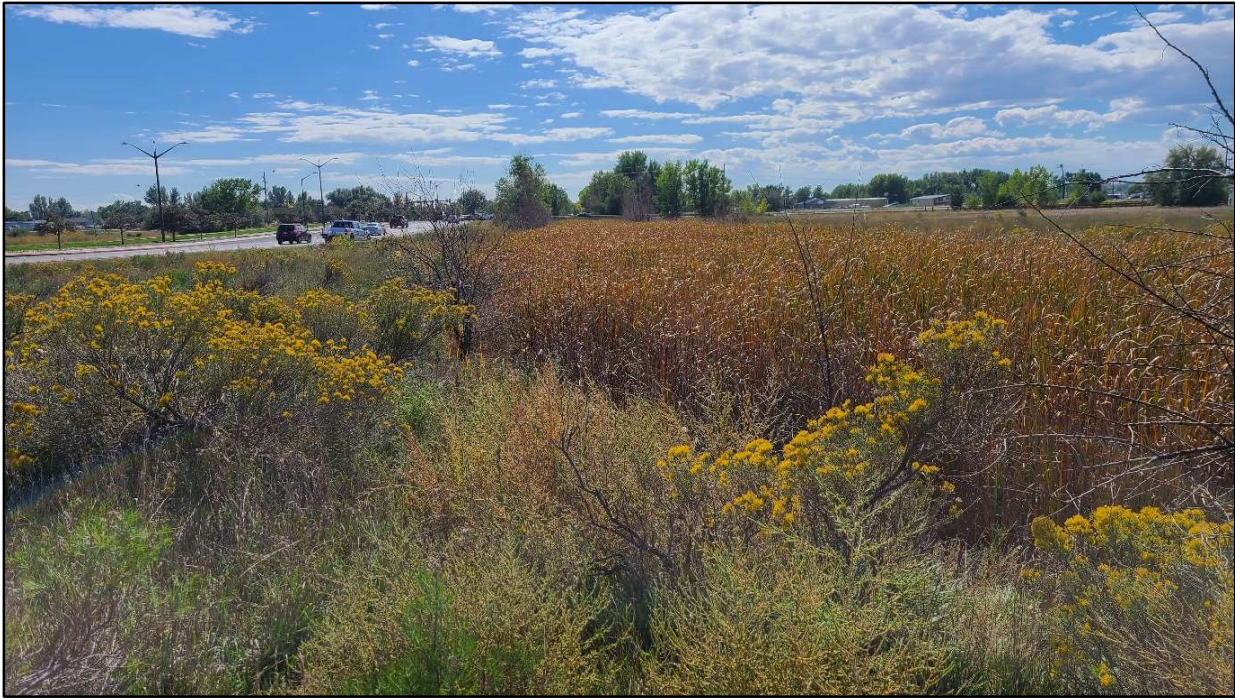




**Photo 9.** Timberline and Prospect: Heavily vegetated riparian corridor of Spring Creek. Photo taken on the southeast corner of Prospect Road and Timberline Road.



**Photo 10.** Timberline Road North – Segment 1: Northwest portion of Lake Canal on the Timberline Segment 1 project site. Canal was dry at the time of the investigation but still exhibited wetland vegetation.



**Photo 11.** Timberline Road North – Segment 1: Facing south, large wetland complex adjacent to Timberline Road as part of the Timberline Segment 1 project. Standing water was present as well as dense vegetation. Wetland continued south beneath East Mulberry Street where it intercepts the Cache la Poudre inlet.



**Photo 12.** Timberline Road North – Segment 2: East side of Timberline Road (Segment 2) at the crossing of the Larimer and Weld Canal. Canal had steep banks and was armored with riprap. Vegetation was relatively sparse.



**Photo 13.** Timberline Road North – Segment 2: Facing north, the Number 8 Canal, parallel to Timberline Road (segment 2). Channel had steep vegetated banks which were eroding in areas. The canal continues south where it eventually drains into the Larimer and Weld Canal.



**Photo 14.** Timberline and Harmony: Dixon Canyon Lateral entering a culvert on the west side of Timberline Road at the intersection with Harmony Road. Banks were heavily vegetated with a mixture of upland and wetland vegetation.

# **APPENDIX E AIR QUALITY MEMORANDUM**



# MEMO

<b>To:</b>	Belinda Butler-Veytia
<b>From:</b>	Tim Plander
<b>RE:</b>	Fort Collins Roadway Improvements Desktop Air Quality Assessment
<b>Date:</b>	July 29, 2022
<b>Project #:</b>	021-01676
<b>Phase:</b>	203
<b>Task:</b>	203002

## NOTES:

Olsson completed a desk top review (DTR) to assess potential air quality impacts from proposed roadway improvements in Fort Collins, Colorado. A summary of each proposed roadway improvement project is provided as an attachment to this memo.

Fort Collins is in Larimer County, Colorado. Larimer County is defined as a nonattainment area for the 2008 and 2015 8-hour ozone national ambient air quality standards.<sup>[1]</sup> Specifically, Larimer County is defined as a Serious nonattainment area for the 2008 8-hour NAAQS and a Marginal nonattainment area for the 2015 8-hour NAAQS.

Ozone is a photochemical compound that is formed near the ground in a mixture of volatile organic compounds (VOC), oxides of nitrogen (NO<sub>x</sub>), and sunlight. Motor vehicles are the primary source of VOC and NO<sub>x</sub> responsible for ground level ozone formation. Motor vehicles also produce particulate matter – particulate matter 10 microns in diameter or less (PM<sub>10</sub>) and particulate matter 2.5 microns in diameter or less (PM<sub>2.5</sub>). Larimer County is in attainment for both PM<sub>10</sub> and PM<sub>2.5</sub>. Motor vehicles also produce carbon monoxide (CO). Larimer County is in attainment for the nitrogen dioxide (NO<sub>2</sub>) NAAQS and the CO NAAQS.

The potential roadway improvement projects identified in the attachment are not anticipated to negatively impact “reasonable further progress” as it relates to the state of Colorado demonstrating a path to attainment status for the ozone NAAQS. The potential roadway improvement projects identified in the attachment are not anticipated to negatively impact NAAQS attainment status for PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>, and CO.

The Colorado Department of Transportation (CDOT) will require quantitative analyses of CO air emissions and PM<sub>10</sub> air emissions for roadway improvement projects that are not exempt as identified in the CDOT document named *Air Quality Project-Level Analysis Guidance*.

## References

<sup>[1]</sup>[https://www3.epa.gov/airquality/greenbook/anayo\\_co.html](https://www3.epa.gov/airquality/greenbook/anayo_co.html)

## Attachment for Air Quality Desktop Review

Project ID	Project Name	Project Type	Potential Improvements	Peak Hour Delay Reduction (Seconds)
2005	Boardwalk & Harmony	Intersection Improvements	Signal Rebuild: longer NB mast-arm to improve NB signal head alignment, add LT side-of-pole heads, upgrade all LT to FYA; ped. button accessibility; retiming	0
2003	Harmony & JFK/Hogan	Intersection Improvements	Intersection & Signal Rebuild at JFK/Hogan: remove NB/SB split phase by shifting SB dual LT east (1 NB departure lane), widen south leg to east; add WB RT overlap	-6.7
1002	Prospect Corridor Improvements	Corridor Improvements	Widen to 5-Lane Section	N/A
1009	Riverside Avenue Road Diet	Road Diet	Lane Repurposing: Narrow roadway to add two-way cycle track on south side of roadway and associated intersection improvements; transition to 2-way off-street, multi-use path at Lemay to Myrtle. Bike lane restriping west on Myrtle to Whedbee.	0
101	Shields & Horsetooth	Intersection Improvements	Intersection Rebuild and Access Restriction: Extend SB LT storage, restrict Richmond/Shields intersection by extending median to the north; add WB RT overlap signal and phase. Protect-only SB LT.	2.2
47	Shields & Prospect	Intersection Improvements	Add Westbound Right-Turn Lane: Add WB right-turn lane with RT overlap signal. Consider SB protected-only left-turn operation.	-5.1
1013	Suniga Road	New Construction	Roadway New Construction	N/A
1003	Taft Hill Corridor Improvements	Corridor Improvements	Improve Shoulders: Add shoulders/widen existing shoulders to improve bicyclist comfort and safety; improve animal crossing/warning signage.	0
169	Timberline & Carpenter	Intersection Improvements	Auxiliary Lane Improvements: Extend WB right-turn and EB left-turn lanes to increase storage and deceleration lengths (Short-Term)	0
97	Timberline & Harmony	Intersection Improvements	Intersection Rebuild: Add 3rd NB & SB through lanes to improve LOS; Add RT bypass islands to shorten pedestrian crossings.	-6.9
94	Timberline & Prospect	Intersection Improvements	Intersection Rebuild: Add 3rd NB & SB through lanes to improve LOS	-2
1014	N Timberline Road - Segment 1	New Construction	Roadway New Construction	N/A
1015	N Timberline Road - Segment 2	New Construction	Roadway New Construction	N/A
2006	Vine Drive & Timberline Road Overpass	New Construction	Overpass: Railroad Viaduct over Vine Drive along Timberline	N/A

# APPENDIX F

# Scoring Summary

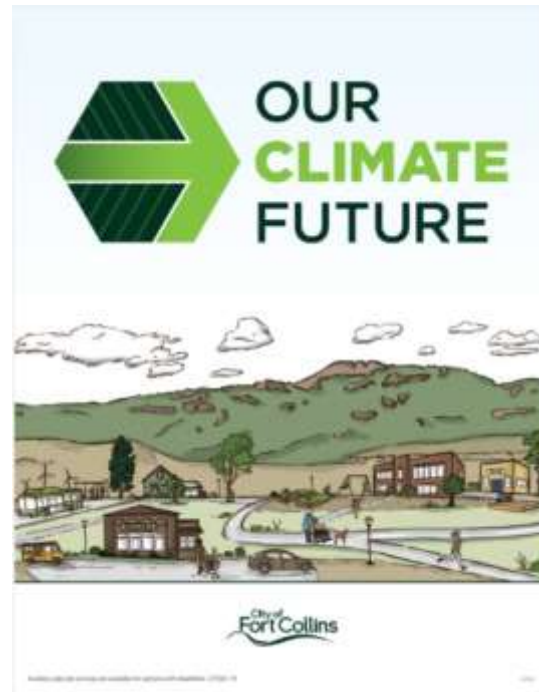
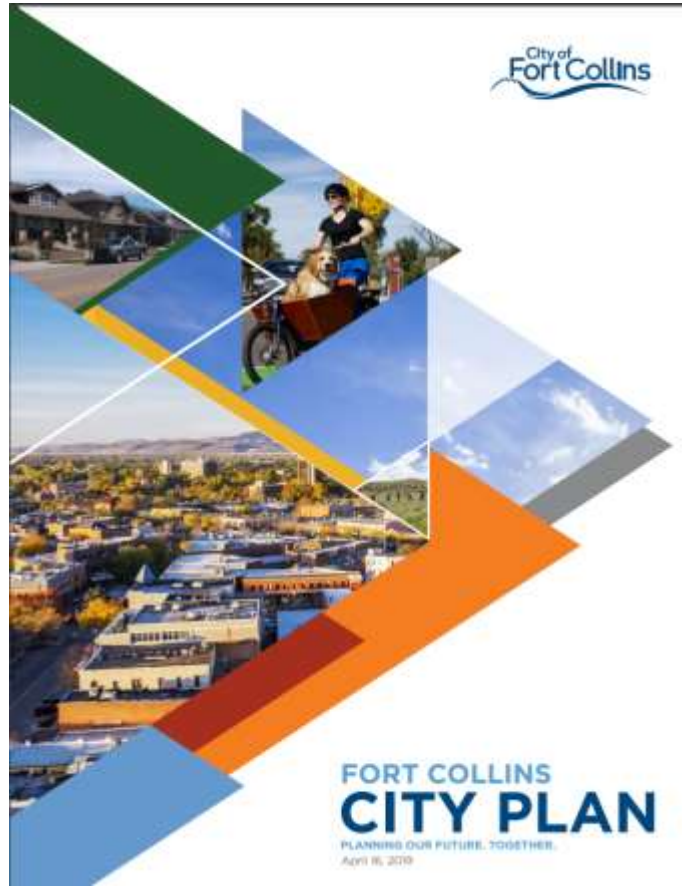


Project ID2	Project Name2	Project Limits	Project Category (Study, Capital, Operational)	Project Type	Scope	Peak Hour Delay Reduction (Seconds)	# of Reduced Crashes	Health Equity Score	% Traffic Growth	Delay	Safety2	Equity	Growth2	Cost	Availability of Funding	Utility Impact	ROW Impact	Environmental Impact	Active Mode Plan Benefit	Transit Plan Benefit	Synergy - Traffic Operations	Synergy - Parks	Synergy - Streets	Synergy - FCLWD	Synergy - ELCWD	Community Center Benefit	Number of Public Comments	Cost1	Readiness	Multimodal Benefit2	Synergy2	Community	Score	
A	E Troutman Parkway & JFK Parkway Corridor Improvements	S Mason Street to Boardwalk Drive & Harmony Road to E Horsetooth Road	Capital	Road Diet	Restripe Troutman Pkwy. and JFK Pkwy. to add separated bike lanes and remove one travel lane in each direction. Potential access restrictions near College Ave. Consider RRFB on north side at Pavilion Ln. and JFK Pkwy. Signal modifications concurrent to lane realignment at JFK Parkway at Troutman Pkwy, Boardwalk Dr, and Horsetooth Rd Intersections.	0	47	85	1.27%	1	5	4	1	\$ 2,518,000.00	Sources Identified	Low	None	Medium	Direct	Yes	No	No	Yes	Yes	No	No	5	4	3	5	5	3	81	
B	S Shields Street & W Prospect Road Intersection Improvements	W Stuart Street to W Prospect Road	Capital	Intersection Improvements	Protected intersection at Shields St and Prospect Rd with added WB right turn lane. Evaluate to convert to single left turn lanes eastbound and westbound on Prospect Rd. Consider signal rebuild and FYA implementation. Protected intersection at Stuart St and Shields St. Shields St from Stuart St to Prospect Rd add separated bike lanes by lane diet.	-5.1	25	100	0.18%	3	5	5	1	\$ 8,680,000.00	Sources Identified	High	Minor	Low	Direct	Yes	Yes	No	No	No	No	No	Yes	4	3	3	5	5	3	84
C	S Shields Street & W Horsetooth Road Intersection Improvements	-	Capital	Intersection Improvements	Protected intersection at Shields St and Horsetooth Rd with accommodation for future protected bike lanes on Shields St. Add protected-only SB left phase. Extend SB left turn lane storage. Access control at Richmond Dr. Add separate bike lanes on Shields St from Horsetooth Rd to Richmond Dr.	2.2	34	54	0.58%	1	5	2	1	\$ 3,746,000.00	Sources Identified	Medium	Minor	Low	Direct	Yes	No	No	No	No	No	Yes	0	4	3	5	1	2	64	
D	Drake Road Corridor Improvement	Overland Trail to Taft Hill Rd	Capital	Road Diet	Restripe Drake Road to add separated bike lanes and remove one travel lane in each direction. Signal modifications concurrent to lane realignment at Yorkshire.	0	13.2	69	0.66%	1	4	3	1	\$ 2,115,000.00	Sources Identified	Low	None	Low	Direct	No	No	No	No	Yes	No	No	8	4	3	4	5	4	72	
E	Lemay Avenue & Drake Road Intersection Improvements	-	Capital	Intersection Improvements	Narrow existing lanes on Drake Rd to incorporate sidepaths and increase EB and WB intersection sight distance. Add SB right turn lane with overlap phase; add WB right turn lane overlap phase. Evaluate access control on Drake Road. Redesign existing right turn channelized lanes to improve bike ped safety.	-6	12.8	61	1.56%	3	4	3	1	\$ 4,850,000.00	Sources Identified	Medium	Minor	High	Direct	Yes	Yes	No	No	No	No	No	Yes	3	4	3	5	5	3	77
F	N Timberline Road - Segment 1 - Roadway Improvements	E Lincoln Avenue to E Sykes Drive	Capital	New Construction	Widen Timberline Rd from Lincoln Ave to Sykes Dr to a 4-lane divided facility with separated bike lanes.	High	Medium	100	2.60%	5	3	5	3	\$ 12,264,000.00	Sources Identified	High	Major	High	Direct	No	No	Planned	No	No	Planned	No	8	2	3	4	3	4	70	
G	N Timberline Road - Segment 2 Roadway Improvements	Suniga Dr to Mountain Vista Dr	Capital	New Construction	Widen Timberline Rd from Suniga Rd to Mountain Vista Dr to a 4 lane divided facility with separated bike lanes.	Medium	Medium	62	6.00%	3	3	3	5	\$ 12,452,000.00	Sources Identified	High	Major	High	Direct	Yes	No	Planned	No	No	Planned	Yes	1	2	3	5	3	3	69	
H	Heatheridge Road & W Prospect Road Intersection Improvements	-	Capital	Intersection Improvements	Replace existing HAWK with full three-leg traffic signal. Add advance crossing signs, raised median/pedestrian refuge on west leg for speed mitigation and added protection for pedestrians.	0	5	77	0.00%	1	2	4	1	\$ 1,519,000.00	Sources Identified	Medium	Minor	Low	Direct	Yes	Yes	No	No	No	No	No	1	4	3	5	5	3	69	
I	Shields Street Corridor Improvements	Mulberry St to Mountain Ave	Capital	Road Diet	Restripe Shields St to add separated bike lanes with reduced lane configuration. Modify operations to increase separation for pedestrians; consider phase separation or exclusive pedestrian phase at Mulberry St.	0	2.8	38	0.80%	1	1	1	1	\$ 460,000.00	Sources Identified	Low	None	Low	Direct	No	No	No	No	No	No	No	4	5	3	4	1	5	46	
J	N Timberline Road Overpass at E Vine Drive	Sykes Drive to E Suniga Road	Capital	New Construction	Grade separate Timberline Rd over Vine St. Provide bicycle and pedestrian accommodations from Timberline Rd to Vine Dr.	High	High	100	3.10%	5	5	5	3	\$ 55,927,000.00	Sources Identified	High	Major	Medium	Direct	No	No	No	No	No	No	Planned	No	4	1	3	4	3	3	76
K	Boardwalk Drive & Harmony Road Signal Improvements	-	Capital	Intersection Improvements	Add longer NB mast arm to improve NB signal head alignment. Add left side of pole heads and upgrade all LT to FYA; Ped Button Accessibility, Retiming. Add leading pedestrian interval and lagging right turns. Upgrade existing cabinet. Add additional paint bicycle marking and consider restripe EB approach to have a buffered bike lane.	0	8.3	77	1.09%	1	3	4	1	\$ 616,000.00	Sources Identified	Low	None	Low	None	Yes	Yes	No	No	No	No	No	No	1	5	3	2	5	3	62
L	E Harmony Road & JFK Parkway/Hogan Drive Intersection Improvements	-	Capital	Intersection Improvements	Remove NB/SB split phase by shifting SB dual LT east (1 NB departure lane). Add WB RT overlap. Align lanes on the south leg by widening to the east. Add separated bike lanes on the north leg.	-6.7	0	85	1.46%	4	1	4	1	\$ 670,000.00	Sources Identified	Medium	None	Low	Indirect	Yes	No	No	No	No	No	No	No	0	5	3	3	1	1	47
M	Suniga Road Roadway Improvements	Lemay Rd to Timberline Rd	Capital	New Construction	Extend Suniga Rd from Lemay Ave to Timberline Rd with a 4-lane median divided section.	High	Low	69	-	5	1	3	5	\$ 31,341,000.00	Sources Identified	Medium	Major	High	Indirect	Yes	No	No	No	No	No	No	0	1	3	3	1	1	46	
N	E Prospect Rd Corridor Improvements	Sharp Pointe to I-25	Capital	Corridor Improvements	Widen Prospect Rd to a 4-lane median divided facility with active modes/transit elements. Provide sidepaths for active modes.	-4.2	4.3	93	4.10%	5	2	5	5	\$ 17,009,000.00	Sources Identified	High	Major	High	Indirect	Yes	No	Yes	No	No	Planned	Yes	1	1	3	3	5	3	68	
O	S Timberline Road & E Harmony Road Intersection Improvements	-	Capital	Intersection Improvements	Add 3rd NB & SB through lanes and separated bike lanes on Timberline Road with reduced lane widths. Protected Intersection at Timberline Road and Harmony Road. Prohibit right turn on red and show flashing arrow for right turns.	-6.9	0	100	1.03%	2	1	5	1	\$ 8,163,000.00	Sources Identified	High	Major	High	Direct	Yes	No	No	No	No	No	Yes	4	3	3	5	1	3	55	

# 10-year Transportation Capital Improvement Program (TCIP) and Transportation Capital Projects Prioritization Study (TCPPS)

**Brad Buckman, City Engineer**  
**Marc Virata, Civil Engineer III**





- Increased Safety – alignment with Vision Zero – zero deaths or serious injuries while traveling on Fort Collins streets by 2032
- Supports mode shift goals to support Active Modes Plan – 50% active modes share of all trips by 2032
- Better environmental outcomes with decreased congestion, mode shift to active modes, and sustainable design – supports Our Climate Future
- Transportation infrastructure needs incorporated into community, equity and environment – alignment with City Plan and Strategic Plan

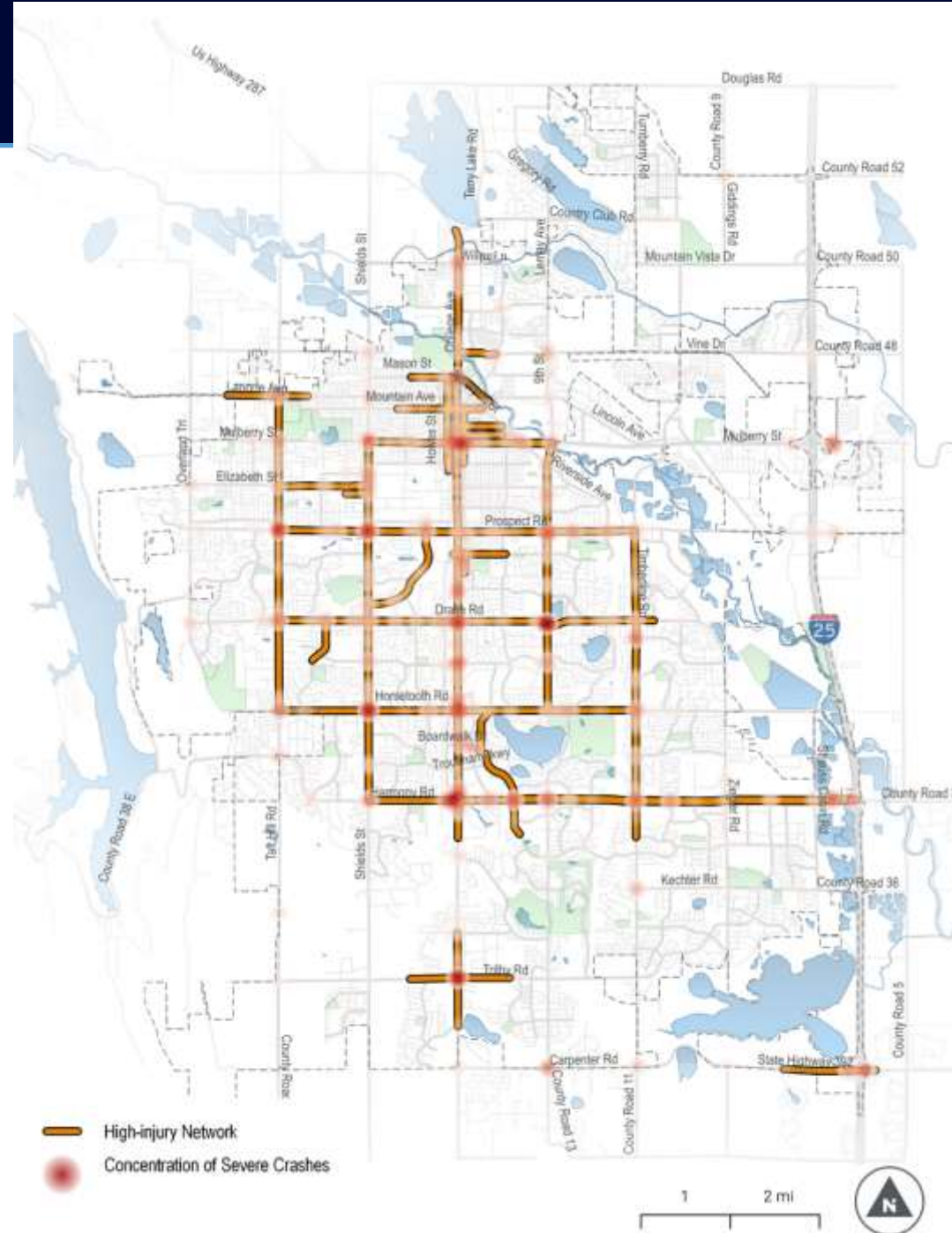
*332 crashes in 2021  
resulted in a serious  
injury or fatality*

**By 2032, no one dies or has a  
serious injury while traveling on Fort  
Collins' streets**

*11 people lost their  
lives in 2021  
traveling on streets  
in Fort Collins*

8% of the roads have  
63% of all fatal  
and serious injury  
crashes

70%  
of severe crashes  
occurred at an  
intersection



The HIN is  
91% arterials  
6% collectors  
3% local

## Vision

Active transportation is an integral part of daily life and the local cultural experience. Fort Collins is a place where walking, bicycling, and using other active modes are safe, accessible, convenient, joyful, and desired by people of all ages and abilities.

## Goals

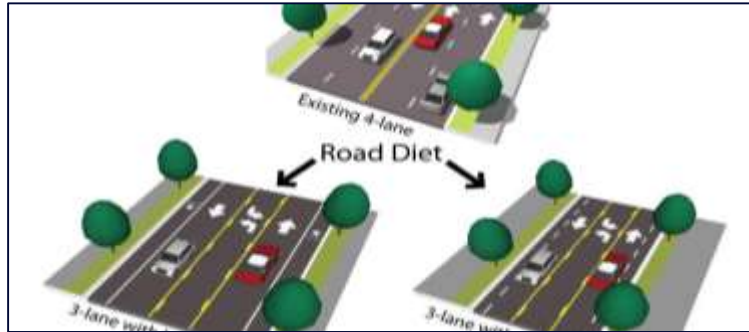
- 50% active modes share of all trips by 2032
- Eliminate active modes fatalities and serious injuries by 2032, in support of Vision Zero



- E. Prospect Road Corridor Project – need to study further in order to minimize environmental impacts and facilitate wildlife crossings
- Discussion of Nationwide trend in roadway deaths – reiterated the primary goal for 10-year TCIP and TCCPS to align with Vision Zero
- Roadway safety along Harmony corridor – pursuing an SS4A grant to implement improved multimodal infrastructure along corridor
- Harmony/Timberline intersection project – will re-evaluate any capacity increases and focus on aspects of protected intersection
- Question raised about protected/separated bike lanes -- TCPSPS projects include these design elements as much as possible



## Road Diets



- E. Troutman & JFK Pkwy
- Drake Rd (west side)
- Shields St

## Intersections



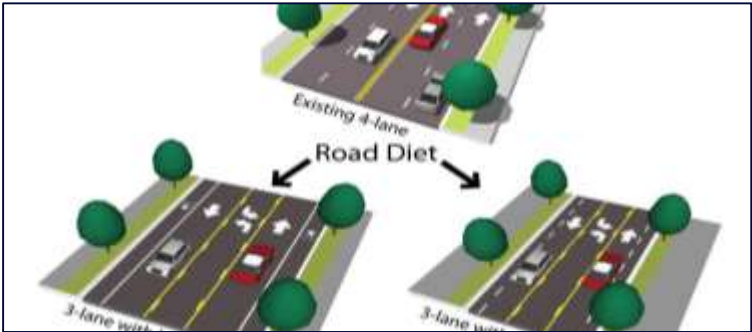
- Shields & Prospect
- Shields & Horsetooth
- Lemay & Drake
- Heatheridge & Prospect
- Harmony & Boardwalk
- Harmony & JFK
- Harmony & Timberline

## New Construction/Corridors



- E. Prospect Rd (Sharp Pointe to I-25)
- Suniga Road (Lemay to Timberline)
- N. Timberline (Segment 1)
- N. Timberline (Segment 2)
- Vine/Timberline Overpass

### Road Diets & Transit



- E. Troutman & JFK Pkwy
  - Drake Rd (west side)
  - Shields St
- 
- West Elizabeth BRT
  - North College Max Plan
  - US287 (frequency)
  - Route to Wellington

### Intersections



- College and Trilby
- College and Triangle
- College and Drake
- Shields & Prospect
- Shields & Horsetooth
- Lemay & Drake
- Heatheridge & Prospect
- Harmony & Boardwalk
- Harmony & JFK
- Harmony & Timberline

### New Construction/Corridors/ Pedestrian GS Crossings



- Taft Hill Corridor
- Siphon Overpass
- Power Trail Under Harmony
- E. Prospect Rd (Sharp Pointe to I-25)
- Suniga Road (Lemay to Timberline)
- N. Timberline (Segment 1)
- N. Timberline (Segment 2)
- Vine/Timberline Overpass
- Mulberry Interchange
- Midtown Projects

# THANK YOU!

For Questions or Comments, Please Contact:

**Marc Virata**

[mvirata@fcgov.com](mailto:mvirata@fcgov.com) or (970) 221-6567



## AGENDA ITEM SUMMARY

City Council



---

### STAFF

Tammi Pusheck, Records Manager  
Sara Arfmann, Legal

---

### SUBJECT

**Resolution 2023-087 Repealing Resolution 2003-008 and Adopting the City’s Administrative Policy for the Use, Management, and Retention of Electronic Mail by the Mayor and City Council.**

---

### EXECUTIVE SUMMARY

The purpose of this item is to repeal Resolution 2003-008, which adopted a policy for the use, management and retention of electronic mail by the Mayor and Council. In its place, Council will consider adopting the City’s Administrative Policy 2.02 “Electronic Records Retention,” which will govern use, management and retention of electronic mail by the Mayor and Council.

---

### STAFF RECOMMENDATION

Staff recommends adoption of this Resolution.

---

### BACKGROUND / DISCUSSION

In 2003, Council adopted Resolution 2003-008 because it was apparent that a policy and guidelines for record retention of e-mail was necessary to assure appropriate preservation of relevant information. The 2003 policy was based on the premise that the City’s e-mail system is designed for communication and not for the storage of messages, which is still true today. All e-mail communication is considered correspondence, and, as such, should be managed to conform with the City’s adopted General Retention Schedule.

Over time, the practice that the Mayor and Council developed and as set forth in the 2003 resolution differed from policy and guidelines established for City staff.

The new Resolution presented for consideration will bring policy related to use of the City’s email system by Council into alignment with Administrative Policy 2.02, Electronic Records Retention, which applies to City staff, with the understanding that any future amended version of this policy shall apply, thus promoting consistency and reducing confusion related to varying policies and their application.

This alignment of policy will continue to further promote adherence to the City’s recommended General Records Retention Schedule and obligations under the Colorado Open Records Act.

**CITY FINANCIAL IMPACTS**

---

No financial impacts are anticipated.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

None.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

- 1. Resolution for Consideration
- 2. Exhibit A to Resolution

RESOLUTION 2023-087  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
REPEALING RESOLUTION 2003-008 AND ADOPTING THE CITY’S ADMINISTRATIVE  
POLICY FOR THE USE, MANAGEMENT, AND RETENTION OF ELECTRONIC MAIL BY  
THE MAYOR AND CITY COUNCIL

WHEREAS, on February 18, 2003, City Council adopted Resolution 2003-008, which established a policy for the use, management, and retention of electronic mail (“e-mail”) by the Mayor and City Council; and

WHEREAS, the City Council continues to recognize e-mail as an important communication tool; and

WHEREAS, the City’s e-mail system was neither intended nor designed as a storage system; and

WHEREAS, the City is mindful of its obligations under the Colorado Open Records Act to generally make public records, including e-mail, available for public inspection, and is desirous of maintaining its records, including e-mail, in a manner that facilitates the efficient and expedient retrieval of such records upon request; and

WHEREAS, the City’s General Records Retention Schedule was approved by the State Archivist and adopted administratively by the City on September 16, 2022; and

WHEREAS, the City Manager adopted Administrative Policy 2.02, “Electronic Records Retention,” which governs the use, management, and retention of e-mail by employees in furtherance of these objectives; and

WHEREAS, the City Council supports Administrative Policy 2.02, “Electronic Records Retention,” and desires that its use of the City’s e-mail system be governed by the same policy, which current version of the policy is attached hereto as Exhibit “A” and incorporated herein by this reference, with the understanding that any future amended version shall apply; and

WHEREAS, the City Council Resource Guide includes email management guidelines that apply to the Mayor and Council’s use of the City’s e-mail system; and

WHEREAS, City Council believes it will promote consistency and reduce confusion to repeal the approval of an email usage policy that differs from the City’s Administrative Policy 2.02, “Electronic Records Retention;” as amended, and that it should be included in the Council Resource Guide, to be used in conjunction with the adopted General Records Retention Schedule.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS, as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That the City Council hereby adopts the City’s Administrative Policy 2.02, Electronic Records Retention, as amended, for retention of any email in their City email accounts.

Section 3. That Resolution 2003-008 is hereby repealed.

Passed and adopted at a regular meeting of the Council of the City of Fort Collins this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

## *2.02 Electronic Records Retention*

Email is a system that is designed to facilitate communication. It is not a permanent storage location for messages. Therefore, electronic records and messages are not permanently preserved or archived in the City's email system and should remain in the email system only for short-term reference and use.

In the city's email system, the automatic retention schedule for email has been set for 90 days for messages in Deleted or Junk/Spam folders and for 730 days (two years) for Inboxes and all other email Folders. Items located in Deleted or Junk/Spam email folders are automatically purged on day 91. Items located in Inboxes or all other Folders are automatically purged on day 731 (2 years plus 1 day). Calendar items and Task items are not impacted by this change in retention schedule. Calendar and Task items do not expire. This change in the automatic retention policy does not impact the contents of mailboxes on Litigation hold.

Employees and officers ("Users") must not send, forward, or relay emails concerning City business to personal, non-City email accounts to create a copy or archive for later processing by the User, in any manner that violates the City's email retention policy.

All electronic records of the City are subject to the retention requirements set out in the City's General Records Retention Schedule, or, if applicable, the custodial department's records retention schedule, whichever is more restrictive. Users are responsible for determining whether they are required to retain individual email communications pursuant to the City's General Records Retention Schedule, or, if applicable, the employee's department schedule, and prior to the purging of those communications from the email system. If it is determined that an email communication should be retained for a period exceeding 730 days, the responsible employee must save the email somewhere other than the City's email system. Options could include saving messages as a pdf to a City computer or City server, using a saving function to preserve the email in a file location outside of the email system, or printing the messages out in hard copy form for permanent filing.

Responsible User, for the purposes of this policy, shall mean: (1) The sending party, for emails originating within the City or on City devices; and (2) The receiving party, for emails originating outside of the organization. Information regarding the date sent and received, the sender and recipients, and the general subject of the message should be retained with the email message.

Email messages that are retained for reference or convenience, but not otherwise required to be retained, or that are specified for retention "until no longer needed," should be deleted when they are no longer needed. Emails that are not related to City



EXHIBIT "A" TO RESOLUTION 2023-087

business should be deleted promptly and not stored in the City's email or computer system.

**Approved by:**

Kelly DiMartino  
Kelly DiMartino, City Manager

9.12.23  
Date

# AGENDA ITEM SUMMARY

City Council



## STAFF

Blaine Dunn, Accounting Director  
 Gerry Paul, Purchasing Director  
 John Duval, Legal

## SUBJECT

**Resolution 2023-088 Authorizing the Procurement of Services for an Annual Independent Audit of the City's Financial Records.**

## EXECUTIVE SUMMARY

The purpose of this item is to authorize City staff to enter into a professional services agreement with Plante Moran PLLC, the independent audit firm recommended by the Council Finance Committee. The Committee interviewed three finalists at the August 16, 2023, special meeting and adopted a motion to recommend Plante Moran for the Council's selection.

## STAFF RECOMMENDATION

Staff recommends adoption of the Resolution.

## BACKGROUND / DISCUSSION

An annual, external audit by an independent Certified Public Accounting ("CPA") firm is required by Colorado statute, City Charter (Article II, Section 17), City debt covenants on outstanding bonds and leases, and most grant agreements for which the City is a recipient.

Per City Code:

- A competitive selection process was undertaken given that the current audit contract is in its fifth and final year (City Code Sec. 8-186)
- The Finance & Audit Committee completed interviews of finalists in a public meeting (Code Sec. 8-158)
- There is a limit of two consecutive five-year contract terms on audit services, and as such the incumbent auditor was eligible for selection.(Code Sec. 8-158)

Properly performed audits play a vital role in the public sector by helping to preserve the integrity of the public finance functions and by maintaining citizens' confidence in their local government. Best practices published by the Government Finance Officers Association and the American Institute of CPAs, strongly recommend that the selection of auditing services be conducted by governing and oversight bodies (rather than by employees of the auditee) as an important measure to preserve auditor independence. It is also ideal for auditor independence to require that auditors be replaced after a defined contract term, as is often the case in the private sector.

A request for proposals (“RFP”) for financial audit services was publicly posted (Code Sec. 8-158) for a four-week period. The City received five proposals and a cross-functional team comprised of representatives from the City, Poudre Fire Authority (“PFA”), and Library District staff evaluated the proposals based on the criteria stated in the RFP. The team recommended three finalists for evaluation by the Finance Committee. Intergovernmental agreements with PFA, the Library District, the Urban Renewal Authority (“URA”), and Downtown Development Authority (“DDA”) defer to the City for selection of service providers on internal services within Finance and Human Resource functions.

The criteria for evaluation and selection of the financial audit firm were:

- Scope of Proposal
- Assigned Personnel Qualifications
- Cost and Work Hours
- Firm Capability & Reputation

Plante Moran was the top-ranked firm and determined to be best suited to provide audit services. The Finance Committee recommended a contract with Plante Moran, and the proposed Resolution authorizes the Purchasing Agent to enter into a professional services agreement for audit services with Plante Moran for the 2023 year-end audit, and renewable on an annual basis through 2027 with the approval of the Finance/Audit Committee. The agreement can be terminated if the auditing services are deemed unsatisfactory.

### **CITY FINANCIAL IMPACTS**

---

The selected auditor’s cost is slightly higher than the incumbent cost. Audit fees for 2022 totaled \$106,900 with the incumbent, while the recommended firm’s 2023 proposal is for \$209,250 with an annual increase of 3 percent, pending contractual negotiations. The fees proposed appear to be reasonable and competitive with the other RFP respondents.

### **BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

Council Finance Committee supported adoption of this Resolution at its August 16, 2023, special meeting.

### **PUBLIC OUTREACH**

---

None.

### **ATTACHMENTS**

---

1. Resolution for Consideration
2. Financial Audit Services Request for Proposal
3. Plante Moran Technical Proposal
4. Plante Moran Cost Proposal

RESOLUTION 2023-088  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AUTHORIZING THE PROCUREMENT OF SERVICES FOR AN  
ANNUAL INDEPENDENT AUDIT OF THE CITY’S FINANCIAL RECORDS

WHEREAS, the City Council is required by Section 17 in City Charter Article II to provide an annual independent financial audit of the City’s books and accounts conducted by a public accounting firm; and

WHEREAS, City Code Section 8-158 sets out the process by which such accounting services, as well as similar professional services, are procured by the City through competitive sealed proposals; and

WHEREAS, paragraph (n) of Section 8-158 specifically provides that if the proposals are for the services of a public accounting firm to conduct the annual independent audit of the City’s books and accounts as required in Section 17 of Charter Article II, those proposals are to be reviewed and the interviews conducted by the City Council or a committee of the Council in a public meeting and Council’s selection of the winning proposal is to be conducted in a public meeting; and

WHEREAS, the City’s Purchasing Agent recently issued a request for proposals (the “RFP”) for a public accounting firm to conduct the City’s annual independent audit under a professional services agreement for the City’s 2023 fiscal year, with the agreement to be renewable annually for the City’s fiscal years 2024 through 2027, and to include the annual audits for the Poudre Fire Authority (the “PFA”), the Fort Collins Urban Renewal Authority (the “URA”), the Fort Collins Downtown Development Authority (the “DDA”) and the Poudre River Public Library District (the “Library District”); and

WHEREAS, under intergovernmental agreements or as provided by law, the City provides accounting and other financial services to PFA, the URA, DDA and the Library District and, as part of those services, also contracts for the annual audits for each of these other entities as part of the City’s procurement of its annual auditing needs; and

WHEREAS, in response to the RFP, the City received five proposals and these five proposals were reviewed by the Purchasing Agent and other City staff, together with staff representatives from PFA and the Library District, and these reviewers selected three of the proposals for review and interviews by the Council Finance Committee (the “Finance Committee”); and

WHEREAS, on August 16, 2023, the Finance Committee held a special meeting at which it reviewed the three proposals submitted to it by the staff reviewers and it interviewed representatives from the three public accounting firms submitting those proposals; and

WHEREAS, after the interviews, the Finance Committee voted to recommend to City Council that it select the national public accounting firm of Plante Moran PLLC (“Plante Moran”)

to conduct the annual audits for the City, PFA, the URA, DDA, and the Library District as requested in the RFP; and

WHEREAS, the City Council agrees with the Finance Committee’s recommended selection of Plante Moran and finds that this selection is in the best interests of the City, PFA, the URA, DDA, and the Library District.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS, COLORADO, as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That the selection of Plante Moran to conduct the annual independent financial audits requested in the RFP is hereby approved and the City’s Purchasing Agent is directed and authorized to enter into a professional services agreement with Plante Moran for it to provide the annual independent financial audits described in the RFP under the terms and conditions set forth in Plante Moran’s proposal and the RFP. Provided, however, that the Purchasing Agent is authorized to negotiate with Plante Moran and agree to the final contract price and the precise scope of work as authorized in City Code Section 8-158(1) and to agree to such other terms and conditions that are consistent with the RFP, in the best interest of the City and in a legal form approved by the City Attorney as provided in City Code Section 8-185.

Passed and adopted at a regular meeting of the Council of the City of Fort Collins this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



Financial Services
Purchasing Division
215 N. Mason St. 2nd Floor
PO Box 580
Fort Collins, CO 80522
970.221.6775
970.221.6707
fcgov.com/purchasing

REQUEST FOR PROPOSAL
9835 FINANCIAL AUDIT SERVICES
RFP DUE: 3:00 PM MT (Mountain Time), July 21, 2023

The City is requesting proposals from qualified firms to provide financial auditing services. To meet the requirements of this request for proposals (RFP), each audit shall be performed in accordance with generally accepting auditing standards as set forth by the American Institute of Certified Public Accountants, the standards for financial audits set forth in the U.S. Government Accountability Office's Government Auditing Standards (1994), the provisions of the Single Audit Act of 1984 (as amended in 1996) and the provisions of U.S. Office of Management and Budget (OMB) Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations, Audits of State and Local Governments.

As part of the City's commitment to sustainability, proposals must be submitted online through the Rocky Mountain E-Purchasing System (RMEPS) at http://www.bidnetdirect.com/colorado/city-of-fort-collins. Note: please ensure adequate time to submit proposals through RMEPS. Proposals not submitted by the designated Opening Date and Time will not be accepted by RMEPS.

All questions should be submitted, in writing via email, to Gerry Paul, Purchasing Director at gspaul@fcgov.com, with a copy to Blaine Dunn, Accounting Director at bdunn@fcgov.com, no later than 3:00 PM MT on July 7, 2023. Please format your e-mail to include: RFP 9835 Financial Audit Services in the subject line. Questions received after this deadline may not be answered. Responses to all questions submitted before the deadline will be addressed in an addendum and posted on the Rocky Mountain E-Purchasing System webpage.

Rocky Mountain E-Purchasing System hosted by BidNet
A copy of the RFP may be obtained at http://www.bidnetdirect.com/colorado/city-of-fort-collins.

This RFP has been posted utilizing the following Commodity Code(s):
94600 Financial Services
94620 Auditing
94648 Financial Advisor

Prohibition of Unlawful Discrimination: The City, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The City strictly prohibits unlawful discrimination based on an individual's gender (regardless of gender identity or gender expression), race, color, religion, creed, national origin, ancestry, age 40 years or older, marital status, disability, sexual orientation, genetic information, or other characteristics protected by law. For the purpose of this policy "sexual orientation" means a person's actual or perceived orientation toward heterosexuality, homosexuality, and bisexuality.

The City also strictly prohibits unlawful harassment in the workplace, including sexual harassment. Further, the City strictly prohibits unlawful retaliation against a person who engages in protected activity. Protected activity includes an employee complaining that he or she has been discriminated against in violation of the above policy or participating in an employment discrimination proceeding.

The City requires its Service Providers to comply with the City's policy for equal employment opportunity and to prohibit unlawful discrimination, harassment and retaliation. This requirement applies to all third-party Service Providers and their subcontractors/subconsultants at every tier.

**Public Disclosure:** The City is a governmental entity subject to the Colorado Open Records Act, C.R.S. §§ 24-72-200.1 et seq. ("CORA"). Any proposals submitted hereunder are subject to public disclosure by the City pursuant to CORA and City ordinances. In accordance with Municipal Code Sec. 8-157 (m) if the proposals are for the services of a public accounting firm (financial auditor) to conduct the annual independent audit of the City's books and accounts as required in Section 17 of Charter Article 11, those proposals shall be reviewed and interviews conducted by the City Council or a committee of the Council in a public meeting and the selection by Council shall be conducted in a public meeting. In conducting such review, interviews and selection, all proposals and interviews will be subject to public disclosure.

**Service Providers Registration:** The City requires new Service Providers/ Professionals receiving awards from the City to submit IRS form W-9 and requires all Service Providers/ Professionals to accept Direct Deposit (Electronic) payment. If needed, the W-9 form and the Vendor Direct Deposit Authorization Form can be found on the City's Purchasing website at [www.fcgov.com/purchasing](http://www.fcgov.com/purchasing) under Vendor Reference Documents. **Please do not submit these documents with your proposal**, however, if you take exception to participating in Direct Deposit (Electronic) payments please clearly note such in your proposal as an exception. The City may waive the requirement to participate in Direct Deposit (Electronic) payments at its sole discretion.

**Sales Prohibited/Conflict of Interest:** No officer, employee, or member of City Council, shall have a financial interest in the sale to the City of any real or personal property, equipment, material, supplies or services where such officer or employee exercises directly or indirectly any decision-making authority concerning such sale or any supervisory authority over the services to be rendered. This rule also applies to subcontracts with the City. Soliciting or accepting any gift, gratuity favor, entertainment, kickback or any items of monetary value from any person who has or is seeking to do business with the City is prohibited.

**Collusive or Sham Proposals:** Any proposal deemed to be collusive or a sham proposal will be rejected and reported to authorities as such. Your authorized signature of this proposal assures that such proposal is genuine and is not a collusive or sham proposal.

The City reserves the right to reject any and all proposals and to waive any irregularities or informalities.

**Utilization of Award by Other Agencies:** The City reserves the right to allow other state and local governmental agencies, political subdivisions, and/or school districts to utilize the resulting award under all terms and conditions specified and upon agreement by all parties. Usage by any other entity shall not have a negative impact on the City in the current term or in any future terms.

The selected Service Provider shall be required to sign the City's Agreement prior to commencing services (see sample attached to this document).

Sincerely,

A handwritten signature in blue ink, appearing to read 'G. Paul'.

Gerry Paul  
Purchasing Director



**REQUEST FOR PROPOSALS  
9835 FINANCIAL AUDITING SERVICES**

**SECTION 1 – GENERAL SCOPE OF SERVICES**

**A. Scope of Services to be Performed**

1. The City (City) desires the auditor to express an opinion on the fair presentation of its governmental activities, its business-type activities, its aggregate discretely presented component units, each of its major funds, and its aggregate remaining fund information in conformity with generally accepted accounting principles.
2. The City also desires the auditor to express an opinion on the fair presentation of its combining and individual fund financial statements and schedules in conformity with generally accepted accounting principles. The auditor is not required to audit the supporting schedules contained in the annual comprehensive financial report. However, the auditor is to provide an "in-relation-to" opinion on the supporting schedules based on the auditing procedures applied during the audit of the basic financial statements and the combining and individual fund financial statements and schedules. The auditor is not required to audit the introductory section of the report or the statistical section of the report.
3. The auditor shall also be responsible for performing certain limited procedures involving required supplementary information required by the Governmental Accounting Standards Board as mandated by generally accepted auditing standards.
4. The auditor is not required to audit the schedule of expenditures of federal awards. However, the auditor is to provide an "in-relation-to" report on that schedule based on the auditing procedures applied during the audit of the financial statements.

**B. Auditing Standards To Be Followed**

To meet the requirements of this request for proposals, the audit shall be performed in accordance with generally accepting auditing standards as set forth by the American Institute of Certified Public Accountants, the standards for financial audits set forth in the U.S. Government Accountability Office's *Government Auditing Standards* (1994), the provisions of the Single Audit Act of 1984 (as amended in 1996) and the provisions of U.S. Office of Management and Budget (OMB) Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations, Audits of State and Local Governments.

**C. Reports to be Issued**

Following the completion of the audit of the fiscal year's financial statements, the auditor shall issue:

1. A report on the fair presentation of the financial statements in conformity with generally accepted accounting principles, including an opinion on the fair presentation of the supplementary schedule of expenditures of federal awards in relation to the audited financial statements.
2. A report on compliance and internal control over financial reporting based on an audit of the financial statements
3. A report on compliance and internal control over compliance applicable to each major federal program.

In the required report[s] on compliance and internal controls, the auditor shall communicate any significant deficiency or material weakness found during the audit. A *significant deficiency* shall be defined as a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to initiate, authorize, record, process, or report financial data reliably in accordance with generally accepted accounting principles such that there is more than a remote likelihood that a misstatement of the entity's financial statements that is more than inconsequential will not be prevented or detected. A *material weakness* shall be defined as a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that a material misstatement of the financial statements will not be prevented or detected. Significant deficiencies that are also material weaknesses shall be identified as such in the report.

Control deficiencies discovered by the auditors that are neither significant deficiencies nor material weaknesses shall be reported in a separate letter to management, which shall be referred to in the report[s] on compliance and internal controls. A *control deficiency* shall be deemed to have occurred whenever the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect misstatements on a timely basis.

The report on compliance and internal controls shall include all material instances of noncompliance. All nonmaterial instances of noncompliance shall be reported in a separate management letter, which shall be referred to in the report on compliance and internal controls.

4. Irregularities and illegal acts. Auditors shall be required to make an immediate, written report of all irregularities and illegal acts or indications of illegal acts of which they become aware to the following parties:
  - Mayor and Council Members of the City
  - Council Finance Committee
  - City Manager
  - Chief Financial Officer
  - Accounting Director
  - Controller
  
5. Reporting to the Council Finance Committee. Auditors shall assure themselves that the City's Council Finance Committee is informed of each of the following:
  - The auditor's responsibility under generally accepted auditing standards
  - Significant accounting policies
  - Management judgments and accounting estimates
  - Significant audit adjustments
  - Auditor's judgments about the quality of the entity's accounting principles
  - Other information in documents containing audited financial statements
  - Disagreements with management
  - Management consultation with other accountants
  - Major issues discussed with management prior to retention
  - Difficulties encountered in performing the audit

#### D. Special Considerations

1. The City will send its annual comprehensive financial report to the Government Finance Officers Association of the United States and Canada for review in their Certificate of Achievement for Excellence in Financial Reporting program. It is anticipated that the auditor will not be required to provide special assistance to the City to meet the requirements of that program.
2. The City currently anticipates it will prepare one or more official statements in connection with the sale of debt securities which will contain the general purpose financial statements and the auditor's report thereon. The auditor shall be required, if requested by the fiscal advisor and/or the underwriter, to issue a "consent and citation of expertise" as the auditor and any necessary "comfort letters."
3. The City has determined that no specific United States Department functions as the cognizant agencies in accordance with the provisions of the Single Audit Act of 1984 (as amended in 1996) and U.S. Office of Management and Budget (OMB) Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. All federal awards and related expenditures are reported to the Federal Clearinghouse.
4. The Schedule of Expenditures of Federal Awards and related auditor's report, as well as the reports on compliance and internal controls are not to be included in the annual comprehensive financial report, but are to be issued separately.
5. A list of findings and other weaknesses from the City's most recent financial statement audit, as well as a list of findings from internal audits conducted during the most recent fiscal period to be audited may be found at <https://www.fcgov.com/finance/reports>

#### E. Working Paper Retention and Access to Working Papers

All working papers and reports must be retained, at the auditor's expense, for a minimum of three (3) years, unless the firm is notified in writing by the City of the need to extend the retention period. The auditor will be required to make working papers promptly available, upon request, to the following parties or their designees:

1. City of Fort Collins
2. U.S. Government Accountability Office (GAO)
3. Parties designated by the federal or state governments or by the City as part of an audit quality review process
4. Auditors of entities of which the City is a subrecipient of grant funds
5. Auditors of entities of which the City is a component unit
6. In addition, the firm shall respond to the reasonable inquiries of successor auditors and allow successor auditors to review working papers relating to matters of continuing accounting significance.

#### F. Schedule for the 2023 Fiscal Year Audit (A similar time schedule will be developed for audits of future fiscal years if the City exercises its option for additional audits).

Each of the following should be completed by the dates indicated, unless otherwise approved by both the City and Auditor.

1. Interim Field Work  
The auditor shall complete interim work by December 15<sup>th</sup>.

2. Detailed Audit Plan

The Auditor shall provide the City at least 1 month before interim and final field work a detailed audit plan and a list of all schedules to be prepared by the City.

3. Fieldwork

The auditor shall complete all fieldwork by May 15<sup>th</sup>.

4. City Charter Requirement for Public Notification of Summary Financials

In accordance with the City Charter, Article II, Section 17, a summary of the independent audit of the City's financial records needs to be published no later than July 31st.

5. City Prepared Reports

*Fund Financial Statements, Notes and Required Supplementary Information* - The City shall have drafts ready for auditing on the first day of final field work.

*Financial Statements* – The City shall complete the management's discussion and analysis, government wide financial statements, fund financial statements, notes, required supplementary information and all elements of an Annual Comprehensive Financial Report by May 15<sup>th</sup>. The Auditor shall provide all corrections, suggestions and comments to the City by June 1.

6. Auditor Prepared Reports

*Opinion Letters, Single Audit Reports, and Management Letter* - The auditor shall have drafts of the audit report[s] and recommendations to management available for review by the City by June 1<sup>st</sup>. The City shall have all comments and suggestions on these items by June 8<sup>th</sup>. The Auditor will print and deliver the final reports by June 15<sup>th</sup>.

*Number of Auditor Reports* – For the City, the Auditor shall provide an electronic version of opinion letter, 25 Single Audit Reports, and 25 Management Letter Reports by June 15. For the Poudre River Public Library District and the Poudre Fire Authority, the Auditor shall print, for each, 25 Financial Statements, including Opinion Letter, and 25 Management Letter Reports by June 30. The auditor should deliver all reports to the Controller at 215 North Mason Street, 2<sup>nd</sup> Floor, Fort Collins, CO 80522-0580.

7. Presentation to Governing Bodies

The auditor shall present the results of the audit to the three governing bodies by August 31:

- City Council Finance and Audit Committee
- Poudre River Public Library District Board
- Poudre Fire Authority Board

**SECTION 2 – DESCRIPTION OF THE GOVERNMENT**

**A. Name and Telephone Number of Contact Persons/Organizational Chart/  
Location of Offices**

1. The auditor's principal contact with the City will be Travis Storin, Chief Financial Officer, phone 970-221-6788. However, the designated representatives will be Blaine Dunn, Accounting Director, phone 970-221-6784, and Randy Bailey, Controller, 970-416-4354, who will coordinate the assistance to be provided by the City to the auditor.
2. An organizational chart and a list of key personnel can be seen in the 2021 ACFR, page 7. Link to the City’s website: <http://www.fcgov.com/finance/annual-financial-reports.php>

**B. Background Information**

1. The City serves an area of 57 square miles with a population of 175,000. The City's fiscal year begins on January 1 and ends on December 31.
2. The City provides the following services to its citizens:
  - general government
  - public safety
  - streets and highways
  - cultural opportunities and recreation
  - transportation
  - sustainability
  - planning and development
  - electric distribution
  - broadband
  - water treatment and distribution
  - wastewater collection and treatment
  - storm drainage
  - golf
3. The City has a total payroll of \$228 million covering 3,702 FTE employees.

*\$ In millions*

<b>Entity with Unique Tax ID</b>	<b>Gross Pay</b>	<b>Benefits</b>	<b>Total Payroll</b>	<b>FTE</b>
City	\$ 147.5	\$ 42.6	\$ 190.1	3,246
Downtown Development Authority	0.7	0.2	0.9	10
Poudre Fire Authority	25.1	6.4	31.5	286
Library District	4.6	1.5	6.1	160
<b>TOTAL</b>	<b>\$177.9</b>	<b>\$50.7</b>	<b>\$228.6</b>	<b>3,702</b>

4. The City is organized into 9 service areas and 3 agencies. The accounting and financial reporting functions of the City are generally centralized with the most significant exception of dedicated personnel in Utilities.
5. More detailed information on the government and its finances can be found in the Budget Document, ACFR’s, and Single Audit Report. See website - <http://www.fcgov.com/finance/>

**C. Fund Structure**

The City uses the following fund types in its financial reporting:

Individual Fund Type	Funds	Annual Budgets
General fund	1	1
Special revenue funds	17	17
Special rev fund (blended component)	5	5
Debt service funds	1	1
Capital projects funds	3	0
Permanent funds	0	0
Enterprise funds	6	6
Internal service funds	5	5
Private-purpose trust funds	0	0
Investment trust funds	0	0
Pension (and other employee benefits) trust funds	1	1
Custodial Funds	8	0

Other Entity's	Fund Type	Funds	Annual Budgets
DDA	General (discrete c.)	1	1
DDA	Debt service (discrete c)	1	1
PFA	General	1	1
PFA	Capital project	1	0
Library	General	1	1
Library	Capital project	1	0

**D. Basis of Budgeting**

The City does not always prepare its budgets on a basis consistent with generally accepted accounting principles. Proprietary funds are budgeted on current financial resources basis. In some of the funds, grants and capital projects are budgeted on a *project length basis*, rather than annual budgets.

**E. Federal and State Awards**

Refer to 2021 single audit report, which is typical in its volume and complexity.

<https://www.fcgov.com/finance/files/city-of-fort-collins-single-audit-report-123121.pdf?1660590807>

**F. Pension Plans**

The City participates in the following pension plans:

Plan	Multiple Employer Cost Sharing Agent	Single Employer Defined Benefit Contribution
General Employees Retirement Program (GERP)		X
Money Purchase Plan (401a)	X	

Actuarial services for the GERP plan are provided by Milliman. The defined contribution plan is administered by Nationwide.

**G. Component Units**

1. The City is defined, for financial reporting purposes, in conformity with the Governmental Accounting Standards Board's *Codification of Governmental Accounting and Financial Reporting Standards*, Section 2100. Using these criteria, component units are included in the City's financial statements.
2. The management of the City identified the following component units for inclusion in the City's financial statements:
  - a) Fort Collins Colorado Downtown Development Authority. The DDA is a *discrete* component unit and is to be audited as part of the audit of the City's financial statements.
  - b) Tourism Improvement District. The TID is a *discrete* component unit. They are not included in the City's financial statements because they have been deemed immaterial and publish their own independently audited financial statements.
  - c) Fort Collins Urban Renewal District. This is a blended component unit that is presented in the City's ACFR as another fund.
  - d) General Improvement District #1. This is a blended component unit that is presented in the City's ACFR as another fund.
  - e) General Improvement District #15 – Skyview. This is a blended component unit that is presented in the City's ACFR as another fund.
3. The management of the City has determined that the following potential component units should not be included in the City's financial statements for the following reasons:

Potential Component Unit	Reason for Exclusion
Poudre Fire Authority	Joint Venture
Poudre River Public Library District	Completely separate board, we don't contribute financially, different boundaries

**H. Joint Ventures**

The City does participate in joint ventures with other governments.

NAME OF JOINT VENTURE	NAME OF OTHER PARTICIPATING GOVERNMENT(S)	TYPE OF SERVICES PROVIDED
Fort Collins- Loveland Airport	City of Loveland	Airport Operations
North Front Range Transportation & Air Quality	10 Northern CO municipalities, and Larimer and Weld Counties	Transportation & Air Quality Planning
Poudre Fire Authority	Poudre Valley Fire Protection District	Fire Protection
Platte River Power Authority	Longmont, Loveland & Estes Park	Wholesale Power Supply

**I. Magnitude of Finance Operations**

Financial services area has 52 people and is headed by Travis Storin, Chief Financial Officer for the City. There are 5 departments in Financial Services: Finance Administration, Purchasing, Safety, Security & Risk Management, Sales Tax, and Accounting & Treasury. The Accounting & Treasury Department is headed by Blaine Dunn, Accounting Director. Other Service Areas throughout the City have positions performing financial work and have dotted line accountability to Financial Services.

**J. Computer Systems**

1. **JD Edwards EnterpriseOne** The City is currently operating JD Edwards EnterpriseOne version 9.2. The tools are in version 9.2.1.2; WebLogic is the application server.
2. **Environment and Users**  
 The City currently has the following JD Edwards EnterpriseOne 9.2 environments:  
 PD920 ..... Production  
 PY920 ..... Prototype  
 DV920 ..... Development  
 PS920 ..... Pristine  
 JPD920 ..... Web Production  
 JPY920 ..... Web Prototype  
 JDV920 ..... Web Development  
 JPS920 ..... Web Pristine  
 The City currently has approximately 3,200 users of the JD Edwards EnterpriseOne application.
3. **Servers and Operating System**  
 The JD Edwards EnterpriseOne server environment is a mix of physical and virtual servers. The virtual servers are in a VMware environment. All servers are Windows operating systems.
4. **Database**  
 The database used with JD Edwards EnterpriseOne production environment is Oracle 12c.
5. **JD Edwards EnterpriseOne Modules (go live date)**
  - Financials, A/P, Purchasing, Budget, Job Costing, Foundation & Security (1/1999)
  - Accounts Receivable, Procurement (12/1999)
  - Human Resources/Payroll (1/2000)
  - Fixed Assets (8/2001)
  - Enterprise Asset Management (12/2003)
  - Self Service Benefits Enrollment (10/2004)
  - Employee and Manager Self Service (10/2006)
  - SAP Business Objects implemented for Enterprise Reporting (10/2006)
  - JDE Chart of Accounts Conversion (11/2008)
  - Expense Management (9/2015)
  - AP Automation via Tungsten Networks Integration (target 9/2018)

**K. Availability of Prior Audit Reports and Working Papers**

Interested proposers who wish to review prior years' audit reports and management letters should contact Kevin Smith at 4801 Main Street, Suite 400, Kansas City, MO 64112-2543, phone 816-751-4027. The City will use its best efforts to make prior audit reports and supporting working papers available to proposers to aid their response to this request for proposals.

**L. Organizational Chart and listing of Key Officials may be found in the ACFR**

<https://www.fcgov.com/finance/annual-financial-reports.php>



**SECTION 3 - TIME REQUIREMENTS**

**A. Proposal Calendar**

The following is a list of key dates up to and including the date proposals are due to be submitted:

Last day to submit solicitation questions	July 7, 2023
Due date for proposals	July 21, 2023 3:00 PM (MDST)

**B. Notification and Contract Dates** (estimated subject to change)

Interviews of finalists	August 16, 2023*
Selected firm notified	August 18, 2023
Contract date	August 25, 2023

**\* The interview date is firm and will be conducted August 16, 2023 from 4:00 pm to 7:30 pm. Interviews will be conducted by City Council member of the Council Finance Committee. All proposals and the interviews will be open to the public.**

**C. Date Audit May Commence**

The City will have all records ready for audit and all management personnel available to meet with the firm's personnel as of November 1, 2023.

**D. Schedule for the 2023 Fiscal Year Audit**

(A similar time schedule will be developed for audits of future fiscal years if the City exercises its option for additional audits).

Each of the following should be completed by the auditor no later than the dates indicated.

1. Interim Work  
The auditor shall complete interim work by December 15<sup>th</sup>. City is open considering alternative dates
2. Detailed Audit Plan  
The auditor shall provide City by December 31<sup>st</sup> both a detailed audit plan and a list of all schedules to be prepared by the City.
3. Fieldwork  
The auditor shall complete all fieldwork by May 15<sup>th</sup>.
4. City Charter Requirement for Public Notification of Summary Financials  
In accordance with the City Charter, Article II, Section 17, a summary of the independent audit of the City's financial records needs to be published no later than July 31<sup>st</sup>.
5. Draft Reports  
The auditor shall have drafts of the audit report[s] and recommendations to management available for review by the Chief Financial Officer, Accounting Director and Controller by June 1<sup>st</sup>.

**E. Date Opinion Letter and Single Audit Report is Due**

The City staff shall prepare draft financial statements, notes and all required supplementary schedules by May 6<sup>th</sup>. The auditor shall provide a draft of all recommendations, revisions and suggestions for improvement to the Chief Fiscal Officer and Controller/Assistant Financial Officer by June 1<sup>st</sup>. The final signed opinion letter should be provided electronically for inclusion in the ACFR no later than June 15<sup>th</sup>.

**SECTION 4 - ASSISTANCE TO BE PROVIDED TO THE AUDITOR AND REPORT PREPARATION**

**A. Finance Department and Clerical Assistance**

The finance department staff and responsible management personnel will be available during the audit to assist the firm by providing information, documentation and explanations. The preparation of confirmations will be the responsibility of the City on Auditor approved forms.

**B. Electronic Data Processing (EDP) Assistance**

The Enterprise Resource Planning (ERP) personnel will be available to assist the auditor in performing the engagement during normal working hours, with reasonable advanced notice. ERP personnel will also be available to provide systems documentation and explanations. The auditor will be provided reasonable computer time and the use of the City's computer hardware and software. This will be limited to inquiry and review of accounting records.

**C. Statements and Schedules to be Prepared by the Staff of the City**

City staff will prepare the following statements and schedules for the auditor by the dates indicated:

<u>Statement or Schedule</u>	<u>Date</u>
Fund statements	May 1 <sup>st</sup>
Notes	May 9 <sup>th</sup>
Government Wide	May 9 <sup>th</sup>
MD&A, Statistical, Intro Section	May 20 <sup>th</sup>

**D. Work Area, Telephones, Photocopying and FAX Machines**

The City will provide the auditor with reasonable work space, desks and chairs. The auditor will also be provided with access to one telephone lines, photocopying facilities and FAX machines.

**E. Report Preparation**

Report preparation, editing and printing shall be the responsibility of the auditor.

**SECTION 5 - PROPOSAL REQUIREMENTS**

**A. General Requirements**

1. Submission of Proposals

The following material is required to be received by July 21, 2023 by 3:00 PM for a proposing firm to be considered:

i. Title Page

Title page showing the request for proposals subject; the firm's name; the name, address and telephone number of the contact person; and the date of the proposal.

ii. Table of Contents

iii. Transmittal Letter

A signed letter of transmittal briefly stating the proposer's understanding of the work to be done, the commitment to perform the work within the time period, a statement why the firm believes itself to be best qualified to perform the engagement and a statement that the proposal is a firm and irrevocable offer for 60 days.

iv. Detailed Proposal

The detailed proposal should follow the order set forth in Section 5 B and C of this request for proposals.

v. Executed copies of Proposer Guarantees and Proposer Warranties, attached to this request for proposal (Appendix C and Appendix D)

**B. Technical Proposal**

1. General Requirements

The purpose of the Technical Proposal is to demonstrate the qualifications, competence and capacity of the firms seeking to undertake an independent audit of the City in conformity with the requirements of this request for proposals. As such, the substance of proposals will carry more weight than their form or manner of presentation. The Technical Proposal should demonstrate the qualifications of the firm and of the particular staff to be assigned to this engagement. It should also specify an audit approach that will meet the request for proposals requirements.

THERE SHOULD BE NO DOLLAR UNITS OR TOTAL COSTS INCLUDED IN THE TECHNICAL PROPOSAL DOCUMENT.

The Technical Proposal should address all the points outlined in the request for proposals (excluding any cost information which should only be included in the sealed Dollar Cost Proposal). The Technical Proposal should be prepared simply and economically, providing a straightforward, concise description of the proposer's capabilities to satisfy the requirements of the request for proposals. While additional data may be presented, the following subjects, items Nos. 2 through 10, must be included. They represent the criteria against which the proposal will be evaluated.

2. Independence

The firm should provide an affirmative statement that is independent of the City as defined by generally accepted auditing standards/the U.S. Government Accountability Office's *Government Auditing Standards* (1994).

The firm also should provide an affirmative statement that it is independent of all of the component units of the City as defined by those same standards. The City currently has one component unit, the Fort Collins Downtown Development Authority, whose budget and any issuance of debt requires approval of the Fort Collins' City Council.

The firm should also list and describe the firm's (or proposed subcontractors') professional relationships involving the City or any of its component units or joint venture members for the past five (5) years, together with a statement explaining why such relationships do not constitute a conflict of interest relative to performing the proposed audit.

In addition, the firm shall give the City written notice of any professional relationships entered into during the period of this agreement.

3. License to Practice in the State of Colorado

An affirmative statement should be included that the firm and all assigned key professional staff are properly licensed to practice in the State of Colorado.

4. Firm Qualifications and Experience

The proposer should state the size of the firm, the size of the firm's governmental audit staff, the location of the office from which the work on this engagement is to be performed and the number and nature of the professional staff to be employed in this engagement on a full-time basis and the number and nature of the staff to be so employed on a part-time basis.

If the proposer is a joint venture or consortium, the qualifications of each firm comprising the joint venture or consortium should be separately identified and the firm that is to serve as the principal auditor should be noted, if applicable.

The firm is also required to submit a copy of the report on its most recent external quality control review, with a statement whether that quality control review included a review of specific government engagements.

The firm shall also provide information on the results of any federal or state desk reviews or field reviews of its audits during the past three (3) years. In addition, the firm shall provide information on the circumstances and status of any disciplinary action taken or pending against the firm during the past three (3) years with state regulatory bodies or professional organizations.

5. Partner, Supervisory and Staff Qualifications and Experience

Identify the principal supervisory and management staff, including engagement partners, managers, other supervisors and specialists, who would be assigned to the engagement. Indicate whether each such person is registered or licensed to practice as a certified public accountant in the State of Colorado. Provide information on the government auditing experience of each person, including information on relevant continuing professional education for the past three (3) years and membership in professional organizations relevant to the performance of this audit.

Provide as much information as possible regarding the number, qualifications, experience and training, including relevant continuing professional education, of the specific staff to be assigned to this engagement. Indicate how the quality of staff over the term of the agreement will be assured.

The proposer should identify the extent to which staff to be assigned to the audit reflect the City's commitment to Affirmative Action.

Engagement partners, managers, other supervisory staff and specialists may be changed if those personnel leave the firm, are promoted or are assigned to another office. These personnel may also be changed for other reasons with the express prior written permission of the City. However, in either case, the City retains the right to approve or reject replacements.

Consultants and firm specialists mentioned in response to this request for proposal can only be changed with the express prior written permission of the City, which retains the right to approve or reject replacements.

Other audit personnel may be changed at the discretion of the proposer provided that replacements have substantially the same or better qualifications or experience.

6. Prior Engagements with the City

List separately all engagements within the last five years, ranked on the basis of total staff hours, for the City by type of engagement (i.e., management advisory services, other). Indicate the scope of work, date, engagement partners, total hours, the location of the firm's office from which the engagement was performed, and the name and telephone number of the principal client contact.

7. Similar Engagements With Other Government Entities

For the firm's office that will be assigned responsibility for the audit, list the most significant engagements (maximum - 5) performed in the last five years that are similar to the engagement described in this request for proposal. These engagements should be ranked on the basis of total staff hours. Indicate the scope of work, date, engagement partners, total hours, and the name and telephone number of the principal client contact.

8. Specific Audit Approach

The proposal should set forth a work plan, including an explanation of the audit methodology to be followed, to perform the services required in Section II of this request for proposal. In developing the work plan, reference should be made to such sources of information as City's budget and related materials, organizational charts, manuals and programs, and financial and other management information systems.

Proposers will be required to provide the following information on their audit approach:

- a. Proposed segmentation of the engagement
- b. Level of staff and number of hours to be assigned to each proposed segment of the engagement
- c. Sample size and the extent to which statistical sampling is to be used in the engagement
- d. Extent of use of EDP software in the engagement
- e. Type and extent of analytical procedures to be used in the engagement
- f. Approach to be taken to gain and document an understanding of the City's internal control structure
- g. Approach to be taken in determining laws and regulations that will be subject to audit test work
- h. Approach to be taken in drawing audit samples for purposes of tests of compliance

9. Identification of Anticipated Potential Audit Problems

The proposal should identify and describe any anticipated potential audit problems, the firm's approach to resolving these problems and any special assistance that will be requested from the City.

10. Report Format

The proposal should include sample formats for required reports.

### C. Dollar Cost Proposal

#### 1. Total All-Inclusive Maximum Price

The sealed Dollar Cost Proposal should contain all pricing information relative to performing the audit engagement as described in this request for proposal. The total all-inclusive maximum price to be bid is to contain all direct and indirect costs including all out-of-pocket expenses.

The City will not be responsible for expenses incurred in preparing and submitting the Technical Proposal or the Dollar Cost Proposal. Such costs should not be included in the proposal.

The first page of the Dollar Cost Proposal should include the following information:

- a. Name of Firm
- b. Certification that the person signing the proposal is entitled to represent the firm, empowered to submit the bid, and authorized to sign a contract with the City.
- c. A Total All-Inclusive Maximum Price for the 2023 engagement and subsequent 4 years (Fill-out Appendix A).

#### 2. Rates by Partner, Specialist, Supervisory and Staff Level Times Hours Anticipated for Each

The second page of the Dollar Cost Proposal should include a schedule of professional fees and expenses, presented in the format provided in the attachment (Appendix B), that supports the total all-inclusive maximum price. The cost for any additional services requested outside the scope of the RFP will also utilize the fees and expenses stated in (Appendix B).

#### 3. Out-of-pocket Expenses Included in the Total All-inclusive Maximum Price and Reimbursement Rates

Out-of-pocket expenses for firm personnel (e.g., travel, lodging and subsistence) will be reimbursed at the rates used by the City for its employees. All estimated out-of-pocket expenses to be reimbursed should be presented on the second page of the sealed Dollar Cost Proposal in the format provided in the attachment (Appendix B). All expense reimbursements will be charged against the total all-inclusive maximum price submitted by the firm.

In addition, a statement must be included in the sealed Dollar Cost Proposal stating the firm will accept reimbursement for travel, lodging and subsistence at the prevailing City rates for its employees.

#### 4. Rates for Additional Professional Services

If it should become necessary for City to request the auditor to render any additional services to either supplement the services requested in this RFP or to perform additional work as a result of the specific recommendations included in any report issued on this engagement, then such additional work shall be performed only if set forth in an addendum to the contract between City and the firm. Any such additional work agreed to between City and the firm shall be performed at the rates set forth in Appendix B.

#### 5. Manner of Payment

Progress payments will be made on the basis of hours of work completed during the course of the engagement and out-of-pocket expenses incurred in accordance with the firm's Dollar Cost Proposal. Interim billing shall cover a period of not less than a calendar month. Ten percent (10%) will be withheld from each billing pending delivery of the firm's final reports.

### SECTION 6 – REVIEW AND ASSESSMENT

Firms will be evaluated on the following criteria. These criteria will be the basis for review and assessment of the written proposals and interview session. Interviews of the top rated firms will be conducted on August 16, 2023. The interviews will be conducted in a public meeting by the City Council Finance Committee.

The rating scale shall be from 1 to 5, with 1 being a poor rating, 3 being an average rating, and 5 being an outstanding rating.

<b>WEIGHTING FACTOR</b>	<b>QUALIFICATION</b>	<b>STANDARD</b>
2.0	Scope of Proposal	Does the proposal address all elements of the RFP? Does the proposal show an understanding of the project objectives, methodology to be used and results/outcomes required by the project? Are there any exceptions to the requirements, Scope of Services, or agreement?
2.0	Assigned Personnel Qualifications	Do the individuals who will be assigned to the project have the necessary skills and qualifications? Are sufficient people of the requisite skills and qualifications assigned to the project?
2.0	Cost and Schedule	Does the proposal address all the cost elements and are the line-item costs competitive? Do the proposed cost compare favorably with the Project Manager's estimate and other proposals? Does the firm take any exceptions to the audit submittal dates.
2.0	Firm Capability & Reputation	Does the firm have the resources, financial strength, capacity and support capabilities required to complete a comprehensive audit? Has the firm successfully completed previous audits of this type and scope?

**APPENDIX A**

**SCHEDULE OF PROFESSIONAL FEES & EXPENSES**

<b>NATURE OF SERVICE TO BE PROVIDED</b>	<b>MAXIMUM ALL-INCLUSIVE TOTAL PRICE CITY</b>	<b>MAXIMUM ALL-INCLUSIVE TOTAL PRICE LIBRARY</b>	<b>MAXIMUM ALL-INCLUSIVE TOTAL PRICE POUFRE FIRE</b>
2023 Audits of City, Poudre Fire Authority and Library District	\$	\$	\$
2024 Audits of City, Poudre Fire Authority and Library District	\$	\$	\$
2025 Audits of City, Poudre Fire Authority and Library District	\$	\$	\$
2026 Audits of City, Poudre Fire Authority and Library District	\$	\$	\$
2027 Audits of City, Poudre Fire Authority and Library District	\$	\$	\$
Issuance of Consent Letter for a Bond Issue	\$	N/A	N/A
Verification of Arbitrage at the End of Each <ul style="list-style-type: none"> <li>• Five-Year Period of a Bond Issue</li> </ul>	\$	N/A	N/A
Verification of Bond Escrow for a Bond Issue	\$	N/A	N/A
Agreed Upon Procedures Performed in Relation to City's Cable TV Franchise Agreement with Service Provider	\$	N/A	N/A

Proposer: \_\_\_\_\_

Signature: \_\_\_\_\_

Printed: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_



**APPENDIX B**

**SCHEDULE OF PROFESSIONAL FEES AND EXPENSES FOR ADDITIONAL SERVICES**

This schedule should reflect the hourly rates for any additional work outside the scope of this RFP if the City, Library, or Poudre Fire Authority requests additional services.

	<b>STANDARD HOURLY RATES</b>	<b>QUOTED HOURLY RATES</b>
Partners	\$ _____	\$ _____
Managers	\$ _____	\$ _____
Supervisory Staff	\$ _____	\$ _____
Staff	\$ _____	\$ _____
Other (specify):	\$ _____	\$ _____
_____	\$ _____	\$ _____
_____	\$ _____	\$ _____
_____	\$ _____	\$ _____

**ADDITIONAL COSTS**

Out-of-pocket expenses:	\$ _____
Meals and lodging (amount per person per day)	\$ _____
Transportation (cents-per-mile)	\$ _____
Other (specify):	\$ _____
_____	\$ _____
_____	\$ _____
_____	\$ _____

Proposer: \_\_\_\_\_

Signature: \_\_\_\_\_

Printed: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### APPENDIX C

#### PROPOSER GUARANTEES

The Proposer certifies it can and will provide and make available all services set forth in Scope of Work and Time Requirements.

Signature of Official: \_\_\_\_\_

Printed: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

#### LIST OF PRINCIPALS

The names and titles of the Proposer's principals are:

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

Proposer: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**APPENDIX D**

**PROPOSER WARRANTIES**

- A. Proposer warrants that it is willing and able to comply with State of Colorado laws with respect to foreign (non-state of Colorado) corporations.
- B. Proposer warrants, that if it is awarded the contract it shall obtain and maintain during the Agreement term the following insurance coverage's with policy limits in accordance with NORA specifications:
  - 1. Errors and omissions coverage for the willful or negligent acts, or omissions of any officers, employees or agents thereof;
  - 2. Professional liability coverage;
  - 3. Comprehensive general liability coverage;
  - 4. Automobile liability coverage, including hired and non-owned vehicles; and
  - 5. Workers' compensation.

Waiver of subrogation and hold harmless agreements will be agreed to for all of the above coverage. The City shall be named an additional insured for all insurance coverage.

- C. Proposer warrants that it will not delegate or subcontract its responsibilities under the contract without the prior written permission of the City.
- D. Proposer warrants that all information provided by it in connection with this proposal is true and accurate.
- E. Proposer acknowledges and agrees, pursuant to Municipal Code Sec. 8-157 (m) all proposals will be subject to public disclosure and interviews will be conducted in a public meeting by the City Council Finance Committee.

Signature of Official: \_\_\_\_\_

Name: \_\_\_\_\_  
(Print or type)

Title: \_\_\_\_\_

Firm: \_\_\_\_\_

Date: \_\_\_\_\_

**SAMPLE SERVICES AGREEMENT (DO NOT SIGN)**

SERVICES AGREEMENT

THIS AGREEMENT made and entered into the day and year set forth below by and between THE CITY, COLORADO, a Municipal Corporation, hereinafter referred to as the "City" and \_\_\_\_\_, hereinafter referred to as "Service Provider".

WITNESSETH:

In consideration of the mutual covenants and obligations herein expressed, it is agreed by and between the parties hereto as follows:

1. Scope of Services. The Service Provider agrees to provide services in accordance with the scope of services attached hereto as Exhibit A, consisting of \_\_\_\_\_ ( ) page(s) and incorporated herein by this reference. Irrespective of references in Exhibit A to certain named third parties, Service Provider shall be solely responsible for performance of all duties hereunder.
2. The Work Schedule. [Optional] The services to be performed pursuant to this Agreement shall be performed in accordance with the Work Schedule attached hereto as Exhibit \_\_\_\_\_, consisting of \_\_\_\_\_ ( ) page(s), and incorporated herein by this reference.
3. Time of Commencement and Completion of Services. The services to be performed pursuant to this Agreement shall be initiated within \_\_\_\_\_ ( ) days following execution of this Agreement. Services shall be completed no later than \_\_\_\_\_. Time is of the essence. Any extensions of the time limit set forth above must be agreed upon in a writing signed by the parties.
4. Contract Period. This Agreement shall commence \_\_\_\_\_, 20\_\_\_\_\_, and shall continue in full force and effect until \_\_\_\_\_, 20\_\_\_\_\_, unless sooner terminated as herein provided. In addition, at the option of the City, the Agreement may be extended for additional one year periods not to exceed \_\_\_\_\_ ( ) additional one year periods. Renewals and pricing changes shall be negotiated by and agreed to by both parties. Written notice of renewal shall be provided to the Service Provider and mailed no later than thirty (30) days prior to contract end.
5. Delay. If either party is prevented in whole or in part from performing its obligations by unforeseeable causes beyond its reasonable control and without its fault or negligence, then the party so prevented shall be excused from whatever performance is prevented by such cause. To the extent that the performance is actually prevented, the Service Provider must provide written notice to the City of such condition within fifteen (15) days from the onset of such condition.
6. Early Termination by City/Notice. Notwithstanding the time periods contained herein, the City may terminate this Agreement at any time without cause by providing written notice of

termination to the Service Provider. Such notice shall be delivered at least fifteen (15) days prior to the termination date contained in said notice unless otherwise agreed in writing by the parties. All notices provided under this Agreement shall be effective when mailed, postage prepaid and sent to the following addresses:

Service Provider:	City:	Copy to:
	City	City
Attn:	Attn:	Attn: Purchasing Dept.
	PO Box 580	PO Box 580
	Fort Collins, CO 80522	Fort Collins, CO 80522

In the event of early termination by the City, the Service Provider shall be paid for services rendered to the date of termination, subject only to the satisfactory performance of the Service Provider's obligations under this Agreement. Such payment shall be the Service Provider's sole right and remedy for such termination.

7. Contract Sum. The City shall pay the Service Provider for the performance of this Contract, subject to additions and deletions provided herein, (\$ ) as per the attached Exhibit " ", consisting of page(s), and incorporated herein by this reference.
8. City Representative. The City will designate, prior to commencement of the work, its representative who shall make, within the scope of his or her authority, all necessary and proper decisions with reference to the services provided under this agreement. All requests concerning this agreement shall be directed to the City Representative.
9. Independent Service provider. The services to be performed by Service Provider are those of an independent service provider and not of an employee of the City. The City shall not be responsible for withholding any portion of Service Provider's compensation hereunder for the payment of FICA, Workmen's Compensation or other taxes or benefits or for any other purpose.
10. Subcontractors. Service Provider may not subcontract any of the Work set forth in the Exhibit A, Statement of Work without the prior written consent of the city, which shall not be unreasonably withheld. If any of the Work is subcontracted hereunder (with the consent of the City), then the following provisions shall apply: (a) the subcontractor must be a reputable, qualified firm with an established record of successful performance in its respective trade performing identical or substantially similar work, (b) the subcontractor will be required to comply with all applicable terms of this Agreement, (c) the subcontract will not create any contractual relationship between any such subcontractor and the City, nor will it obligate the City to pay or see to the payment of any subcontractor, and (d) the work of the subcontractor will be subject to inspection by the City to the same extent as the work of the Service Provider.
11. Personal Services. It is understood that the City enters into the Agreement based on the special abilities of the Service Provider and that this Agreement shall be considered as an agreement for personal services. Accordingly, the Service Provider shall neither assign any

responsibilities nor delegate any duties arising under the Agreement without the prior written consent of the City.

12. Acceptance Not Waiver. The City's approval or acceptance of, or payment for any of the services shall not be construed to operate as a waiver of any rights or benefits provided to the City under this Agreement or cause of action arising out of performance of this Agreement.
13. Warranty.
  - a. Service Provider warrants that all work performed hereunder shall be performed with the highest degree of competence and care in accordance with accepted standards for work of a similar nature.
  - b. Unless otherwise provided in the Agreement, all materials and equipment incorporated into any work shall be new and, where not specified, of the most suitable grade of their respective kinds for their intended use, and all workmanship shall be acceptable to City.
  - c. Service Provider warrants all equipment, materials, labor and other work, provided under this Agreement, except City-furnished materials, equipment and labor, against defects and nonconformances in design, materials and workmanship/workwomanship for a period beginning with the start of the work and ending twelve (12) months from and after final acceptance under the Agreement, regardless whether the same were furnished or performed by Service Provider or by any of its subcontractors of any tier. Upon receipt of written notice from City of any such defect or nonconformances, the affected item or part thereof shall be redesigned, repaired or replaced by Service Provider in a manner and at a time acceptable to City.
14. Default. Each and every term and condition hereof shall be deemed to be a material element of this Agreement. In the event either party should fail or refuse to perform according to the terms of this agreement, such party may be declared in default thereof.
15. Remedies. In the event a party has been declared in default, such defaulting party shall be allowed a period of ten (10) days within which to cure said default. In the event the default remains uncorrected, the party declaring default may elect to (a) terminate the Agreement and seek damages; (b) treat the Agreement as continuing and require specific performance; or (c) avail himself of any other remedy at law or equity. If the non-defaulting party commences legal or equitable actions against the defaulting party, the defaulting party shall be liable to the non-defaulting party for the non-defaulting party's reasonable attorney fees and costs incurred because of the default.
16. Binding Effect. This writing, together with the exhibits hereto, constitutes the entire agreement between the parties and shall be binding upon said parties, their officers, employees, agents and assigns and shall inure to the benefit of the respective survivors, heirs, personal representatives, successors and assigns of said parties.
17. Indemnity/Insurance.

- a. The Service Provider agrees to indemnify and save harmless the City, its officers, agents and employees against and from any and all actions, suits, claims, demands or liability of any character whatsoever brought or asserted for injuries to or death of any person or persons, or damages to property arising out of, result from or occurring in connection with the performance of any service hereunder.
  - b. The Service Provider shall take all necessary precautions in performing the work hereunder to prevent injury to persons and property.
  - c. Without limiting any of the Service Provider's obligations hereunder, the Service Provider shall provide and maintain insurance coverage naming the City as an additional insured under this Agreement of the type and with the limits specified within Exhibit \_\_\_\_\_, consisting of one (1) page, attached hereto and incorporated herein by this reference. The Service Provider before commencing services hereunder, shall deliver to the City's Purchasing Director, P. O. Box 580, Fort Collins, Colorado 80522, one copy of a certificate evidencing the insurance coverage required from an insurance company acceptable to the City.
18. Entire Agreement. This Agreement, along with all Exhibits and other documents incorporated herein, shall constitute the entire Agreement of the parties. Covenants or representations not contained in this Agreement shall not be binding on the parties.
19. Law/Severability. The laws of the State of Colorado shall govern the construction interpretation, execution and enforcement of this Agreement. In the event any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision of this Agreement.
20. Prohibition Against Employing Illegal Aliens. Pursuant to Section 8-17.5-101, C.R.S., et. seq., Service Provider represents and agrees that:
- a. As of the date of this Agreement:
    1. Service Provider does not knowingly employ or contract with an illegal alien who will perform work under this Agreement; and
    2. Service Provider will participate in either the e-Verify program created in Public Law 208, 104th Congress, as amended, and expanded in Public Law 156, 108th Congress, as amended, administered by the United States Department of Homeland Security (the "e-Verify Program") or the Department Program (the "Department Program"), an employment verification program established pursuant to Section 8-17.5-102(5)(c) C.R.S. in order to confirm the employment eligibility of all newly hired employees to perform work under this Agreement.
  - b. Service Provider shall not knowingly employ or contract with an illegal alien to perform work under this Agreement or knowingly enter into a contract with a subcontractor that knowingly employs or contracts with an illegal alien to perform work under this Agreement.

- c. Service Provider is prohibited from using the e-Verify Program or Department Program procedures to undertake pre-employment screening of job applicants while this Agreement is being performed.
  - d. If Service Provider obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien, Service Provider shall:
    - 1. Notify such subcontractor and the City within three days that Service Provider has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and
    - 2. Terminate the subcontract with the subcontractor if within three days of receiving the notice required pursuant to this section the subcontractor does not cease employing or contracting with the illegal alien; except that Service Provider shall not terminate the contract with the subcontractor if during such three days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.
  - e. Service Provider shall comply with any reasonable request by the Colorado Department of Labor and Employment (the "Department") made in the course of an investigation that the Department undertakes or is undertaking pursuant to the authority established in Subsection 8-17.5-102 (5), C.R.S.
  - f. If Service Provider violates any provision of this Agreement pertaining to the duties imposed by Subsection 8-17.5-102, C.R.S. the City may terminate this Agreement. If this Agreement is so terminated, Service Provider shall be liable for actual and consequential damages to the City arising out of Service Provider's violation of Subsection 8-17.5-102, C.R.S.
  - g. The City will notify the Office of the Secretary of State if Service Provider violates this provision of this Agreement and the City terminates the Agreement for such breach.
21. Special Provisions. Special provisions or conditions relating to the services to be performed pursuant to this Agreement are set forth in Exhibit - Confidentiality, consisting of one (1) page, attached hereto and incorporated herein by this reference.



THE CITY, COLORADO

By: \_\_\_\_\_  
Gerry Paul  
Purchasing Director

DATE: \_\_\_\_\_

ATTEST:

\_\_\_\_\_

APPROVED AS TO FORM:

\_\_\_\_\_

SERVICE PROVIDER'S NAME

By: \_\_\_\_\_

Printed: \_\_\_\_\_

Title: \_\_\_\_\_  
CORPORATE PRESIDENT OR VICE  
PRESIDENT

Date: \_\_\_\_\_

## EXHIBIT A SCOPE OF SERVICES

**EXHIBIT  
(BID SCHEDULE/COMPENSATION)**

## EXHIBIT INSURANCE REQUIREMENTS

1. The Service Provider will provide, from insurance companies acceptable to the City, the insurance coverage designated hereinafter and pay all costs. Before commencing work under this bid, the Service Provider shall furnish the City with certificates of insurance showing the type, amount, class of operations covered, effective dates and date of expiration of policies, and containing substantially the following statement:

“The insurance evidenced by this Certificate will not reduce coverage or limits and will not be cancelled, except after thirty (30) days written notice has been received by the City.”

In case of the breach of any provision of the Insurance Requirements, the City, at its option, may take out and maintain, at the expense of the Service Provider, such insurance as the City may deem proper and may deduct the cost of such insurance from any monies which may be due or become due the Service Provider under this Agreement. The City, its officers, agents and employees shall be named as additional insureds on the Service Provider's general liability and automobile liability insurance policies for any claims arising out of work performed under this Agreement.

2. Insurance coverages shall be as follows:

A. **Workers' Compensation & Employer's Liability.** The Service Provider shall maintain during the life of this Agreement for all of the Service Provider's employees engaged in work performed under this agreement:

1. Workers' Compensation insurance with statutory limits as required by Colorado law.
2. Employer's Liability insurance with limits of \$100,000 per accident, \$500,000 disease aggregate, and \$100,000 disease each employee.

B. **Commercial General & Vehicle Liability.** The Service Provider shall maintain during the life of this Agreement such commercial general liability and automobile liability insurance as will provide coverage for damage claims of personal injury, including accidental death, as well as for claims for property damage, which may arise directly or indirectly from the performance of work under this Agreement. Coverage for property damage shall be on a "broad form" basis. The amount of insurance for each coverage, Commercial General and Vehicle, shall not be less than \$1,000,000 combined single limits for bodily injury and property damage.

In the event any work is performed by a subcontractor, the Service Provider shall be responsible for any liability directly or indirectly arising out of the work performed under this Agreement by a subcontractor, which liability is not covered by the subcontractor's insurance.

## EXHIBIT CONFIDENTIALITY

**IN CONNECTION WITH SERVICES** provided to the City (the “City”) pursuant to this Agreement (the “Agreement”), the Service Provider hereby acknowledges that it has been informed that the City has established policies and procedures with regard to the handling of confidential information and other sensitive materials.

In consideration of access to certain information, data and material (hereinafter individually and collectively, regardless of nature, referred to as “information”) that are the property of and/or relate to the City or its employees, customers or suppliers, which access is related to the performance of services that the Service Provider has agreed to perform, the Service Provider hereby acknowledges and agrees as follows:

That information that has or will come into its possession or knowledge in connection with the performance of services for the City may be confidential and/or proprietary. The Service Provider agrees to treat as confidential (a) all information that is owned by the City, or that relates to the business of the City, or that is used by the City in carrying on business, and (b) all information that is proprietary to a third party (including but not limited to customers and suppliers of the City). The Service Provider shall not disclose any such information to any person not having a legitimate need-to-know for purposes authorized by the City. Further, the Service Provider shall not use such information to obtain any economic or other benefit for itself, or any third party, except as specifically authorized by the City.

The foregoing to the contrary notwithstanding, the Service Provider understands that it shall have no obligation under this Agreement with respect to information and material that (a) becomes generally known to the public by publication or some means other than a breach of duty of this Agreement, or (b) is required by law, regulation or court order to be disclosed, provided that the request for such disclosure is proper and the disclosure does not exceed that which is required. In the event of any disclosure under (b) above, the Service Provider shall furnish a copy of this Agreement to anyone to whom it is required to make such disclosure and shall promptly advise the City in writing of each such disclosure.

In the event that the Service Provider ceases to perform services for the City, or the City so requests for any reason, the Service Provider shall promptly return to the City any and all information described hereinabove, including all copies, notes and/or summaries (handwritten or mechanically produced) thereof, in its possession or control or as to which it otherwise has access.

The Service Provider understands and agrees that the City’s remedies at law for a breach of the Service Provider’s obligations under this Confidentiality Agreement may be inadequate and that the City shall, in the event of any such breach, be entitled to seek equitable relief (including without limitation preliminary and permanent injunctive relief and specific performance) in addition to all other remedies provided hereunder or available at law.



**JULY 21, 2023**

Contact:  
Timothy St. Andrew, Engagement Partner  
Plante Moran  
8181 E. Tufts Ave., Suite 600  
Denver, CO 80237  
313-496-8542  
[timothy.standrew@plantemoran.com](mailto:timothy.standrew@plantemoran.com)

**CITY OF FORT COLLINS, COLORADO**  
Financial Audit Services – Technical Proposal  
RFP # 9835



**plante moran**

Audit. Tax. Consulting.  
Wealth Management.

# Table of contents

- Transmittal letter.....1**
- Detailed Proposal ..... 4**
  - Our responses ..... 5*
- Forms .....74**
  - Appendix C - Proposer Gurantees..... 75*
  - Appendix D - Proposer Warranties.....76*
- Appendix.....77**
  - Addendum receipt ..... 78*
  - Proposed exceptions ..... 79*
  - Governmental audit clients..... 82*
  - Firm leadership..... 85*
  - Northern Colorado presence .....86*
  - Service capabilities ..... 87*
  - Get to know more about Plante Moran ..... 88*
  - Commitment to ESG..... 89*
  - Commitment to sustainability ..... 90*
  - Diversity, equity, and inclusion ..... 91*



## Transmittal Letter

July 21, 2023

Mr. Gerry Paul  
Purchasing Director  
City of Fort Collins, CO

Mr. Travis Storin  
Chief Financial Officer

Financial Services  
Purchasing Division  
215 N. Mason St. 2<sup>nd</sup> Floor, PO Box 580  
Fort Collins, CO 80522

Dear Gerry and Travis,

Thank you for the opportunity to submit our proposal for audit services to City of Fort Collins, CO (“the City”) in response to your RFP #9835.

Based on our understanding of your needs, we’ve assembled a team of governmental specialists who will provide your requested services with the high level of quality and efficiency you deserve so you can focus your attention on what matters most: serving the needs of your community. However, we don’t just want to check off a series of boxes to complete your engagement — **we want to be your first call when you need an expert perspective on the City’s goals and challenges.**

Per your RFP, we understand that the City is looking for a firm that can expertly perform the financial audits for the City, Poudre River Public Library District, and Poudre Fire Authority for the years 2023–2027 and serve as a trusted partner. **We commit to performing the services detailed below, issuing all required reports within the time frame specified, and providing you with all appropriate debriefs and recommendations as part of our engagement with you:**

- A report on the fair presentation of the financial statements in conformity with generally accepted accounting principles, including an opinion on the fair presentation of the supplementary schedule of expenditures of federal awards in relation to the audited financial statements.
- A report on compliance and internal control over financial reporting based on an audit of the financial statements
- A report on compliance and internal control over compliance applicable to each major federal program.
- We will make an immediate, written report of all irregularities and illegal acts or indications of illegal acts of which we become aware of.

Please refer to our detailed audit approach and timeline on pages 37-65 to understand our complete scope and proposed timeline.



We know you have many options when it comes to selecting a professional services partner, but Plante Moran stands apart from the competition. Here’s what that means for the City:



**We’re a top U.S. audit, tax, and consulting firm – the largest in Colorado – with a significant, dedicated governmental industry practice.** Our 250+ government team serves 1,700 public sector clients across the U.S., including 500+ cities, counties, townships, governmental component units, and public pension funds.

**Benefits to the City**

- ✓ **New and broader perspectives** because we draw on a broader base of knowledge gained from serving not just cities, counties, and agencies within Colorado but also nationwide.
- ✓ **We will be your one-stop shop for all your service needs**, because we serve cities close to you like Loveland, Commerce City, Town of Parker, Greeley, and Longmont. We will leverage our knowledge to serve the City of Fort Collins.
- ✓ **Reduced compliance risk** because our professional standards experts are involved from day one and available throughout the year to address technical issues as they arise.
- ✓ **No need to train or educate our team** since each team member’s career focus is government auditing.
- ✓ **A strong, deep bench of governmental advisors** who are available to call on anytime.



**We are industry leaders.** We file more than 575 single audits annually; have audited 750 ACFRs over the past 25 years; and hold active leadership roles in key industry groups like the AICPA Governmental Audit Quality Center, GASB, and GFOA. In fact, our senior partner, Michelle Watterworth, is the chair of the AICPA State and Local Government Expert Panel, which articulates the views of the industry to the GASB when new standards are set.

**Benefits to the City**

- ✓ **Advance notice of upcoming changes and guidance, quick answers to difficult questions, and help resolving federal compliance issues.** You’ll be well-prepared for standards implementations like GASB 87.
- ✓ **Expert industry insights, resources, and training throughout the year**, in addition to our ongoing conversations with you. Our additional articles, complimentary trainings, webinars, and toolkits will keep you up to date on trends and upcoming industry changes to help you better plan for the future (see page 12).
- ✓ **Confidence in retaining your Certificate of Achievement for Excellence in Financial Reporting.**



**We do it differently than all other firms our size. Our “one-firm” firm approach is like no other in the market, and our clients reap the benefits.** Unlike other firms, we are organized by industry focus, not by location-specific profit centers. We don’t limit ourselves to staffing engagements from a single office. Your multidisciplinary engagement team includes audit, single audit, professional standards, and IT specialists from across the firm, chosen for the skills and expertise that best match the City’s needs. **Our clients often tell us their Plante Moran experience is better than with any other firm.** We encourage you to contact our references to hear how happy they are to have made the switch.

### Benefits to the City

- ✓ **You'll work with our most qualified experts** for the City's specific financial statement audit, single audit, and GASB implementation needs, regardless of their home office location or geography — **and at no charge for travel expenses.**
- ✓ **More personal attention, proactive collaboration, communication, and guidance year-round** from engagement leaders and team members who are eager to get to know you and who truly care about the City of Fort Collins and the community.
- ✓ **More engagement team continuity.** We draw from our large government specialist pool to establish your team at the outset and keep them coming back year after year.
- ✓ **Direct, immediate access to our firmwide resources.** As your needs change, we can quickly bring knowledge and advice from other service areas, including IT, cybersecurity, and operational consulting to maximize limited resources.



**Our proven transition plan, tailored audit approach, and advanced technologies means we hit the ground running.** We'll work directly with your prior provider to transition the audit. We customize our timelines to meet your deadlines and always include plenty of opportunities for senior engagement and technical team members to meet with your team. We'll also supply easy-to-use, state-of-the-art tools, templates, and technology for easy collaboration, document sharing, and communication throughout the audit.

### Benefits to the City

- ✓ **No surprises:** Professional standards issues are resolved during the audit by technical experts who are embedded with your audit team.
- ✓ **A smarter, more efficient, and cost-effective audit experience with on-time delivery.**
- ✓ **Worry-free, seamless transition** from your prior auditors.
- ✓ **Minimal interruptions** to your staff's day-to-day operations and no recreating the wheel.
- ✓ **Fresh ideas and responsiveness** from engagement partners and senior managers.

**Our focused government, GASB, and single audit experience — combined with our significant presence in Colorado and stellar customer service — will make all the difference when you choose Plante Moran as your partner.**

Our proposal is a firm and irrevocable offer for a period of 60 days.

We are excited to redefine the level of service that you should expect from a professional services provider. Our proposal describes how we will serve you, what we've done for other clients like the City, and specifics on the timeline, fees, and scope of work. I will follow up promptly to answer any additional questions you might have. I look forward to it.

Sincerely,

Timothy St. Andrew, CPA  
Engagement Partner

Jamie Essenmacher, CPA, MSA  
Colleague Partner

William Brickey, CPA  
Colleague Partner

# Detailed Proposal



# Our responses

## 02. Independence

The firm should provide an affirmative statement that is independent of the City as defined by generally accepted auditing standards/the U.S. Government Accountability Office's *Government Auditing Standards* (1994).

The firm also should provide an affirmative statement that it is independent of all of the component units of the City as defined by those same standards. The City currently has one component unit, the Fort Collins Downtown Development Authority, whose budget and any issuance of debt requires approval of the Fort Collins' City Council.

The firm should also list and describe the firm's (or proposed subcontractors') professional relationships involving the City or any of its component units or joint venture members for the past five (5) years, together with a statement explaining why such relationships do not constitute a conflict of interest relative to performing the proposed audit.

In addition, the firm shall give the City written notice of any professional relationships entered into during the period of this agreement.

## Affirmative statements

- We affirm that Plante Moran is independent of the City of Fort Collins, CO, as defined by generally accepted auditing standards/the U.S. Government Accountability Office's *Government Auditing Standards* (1994).
- We affirm that we are independent of all of the component units of the City as defined by the U.S. Government Accountability Office's *Government Auditing Standards* (1994).
- During 2019-2022, Plante Moran served the City of Fort Collins for Payment Processor Selection services. Our Management Consulting Partner — Mark Warner, was the engagement lead.
- Plante Moran has formal policies and procedures with regards to assuring our independence. Professional staff are required to annually affirm independence on all attest clients and additional confirmation of independence is required as a component of each engagement. Staff must affirm independence on all current clients on an annual basis, and also submit updated information and attest to any new relationships that could lead to or cause conflicts of interest. Any changes are fed into a weekly report sent to all partners and managers. These reports, or “conflict checks,” allow us to proactively assess any potential conflicts on a firmwide basis.

We have identified no conflicts of interest with  
the City.

- We affirm that Plante Moran will provide the City of Fort Collins, CO written notice of any conflicting professional relationships entered into during the period of the engagement.

### 03. License to Practice in the State of Colorado

An affirmative statement should be included that the firm and all assigned key professional staff are properly licensed to practice in the State of Colorado.

## License to practice in Colorado

We affirm that Plante Moran is licensed to practice in Colorado, and all assigned professional staff are licensed to practice in the state of Colorado. Colorado recognizes mobility/practice privilege for out-of-state accounting firms, so all assigned professional staff can practice immediately in the state of Colorado under the reciprocal licensing statute that allows for license mobility.

**Colorado Department of Regulatory Agencies  
Division of Professions and Occupations**

Board of Accountancy  
Plante & Moran PLLC  
Public Accounting Firm

FRM.5000404		09/01/2020
<b>Number</b>		<b>Issue Date</b>
Active		08/31/2023
<b>Credential Status</b>		<b>★ Expire Date</b>

Verify this credential at: [dpo.colorado.gov](http://dpo.colorado.gov)

  
 Division Director Ronne Hines

  
 Credential Holder Signature









## 04. Firm Qualifications and Experience

The proposer should state the size of the firm, the size of the firm's governmental audit staff, the location of the office from which the work on this engagement is to be performed and the number and nature of the professional staff to be employed in this engagement on a full-time basis and the number and nature of the staff to be so employed on a part-time basis.

### Firm overview

We are the 14th largest certified public accounting and management consulting firm in the nation. With **a history spanning nearly 100 years**, our firm provides clients with financial, human capital, operations improvement, strategic planning, technology selection and implementation, and family wealth management services.

#### Fast facts

 <b>1924</b> Year founded	 <b>3,500+</b> Staff	 <b>360+</b> Partners	 <b>24</b> Offices worldwide
 <b>50</b> States with clients	 <b>150+</b> Countries where we've served clients	 <b>45+</b> Services available	 <b>25+</b> Industries served

#### Plante Moran in Colorado

With three offices in Colorado, including one in the City of Fort Collins, **Plante Moran is the largest accounting firm in the state**. We're dedicated to the community in which we live and work. Our professionals are actively involved with the Fort Collins, Greeley, and Loveland chambers of commerce, Colorado, Denver Metro, South Metro Denver, Aurora, Boulder, the Downtown Denver Partnership, and other associations, so we can stay apprised of the issues our clients face in Colorado, and we bring innovative ideas to the table. We serve every industry in the state, including government, energy, healthcare, manufacturing and distribution, not-for-profits, and technology.

**40+** years proudly serving Colorado businesses and organizations    **7,600+** current clients in Colorado

**600+** staff members in our Colorado offices    **67** partners in our Colorado offices

#### Local and national honors

- Named among the "100 Best Companies to Work For" by Fortune magazine every year since 1998
- Best Accounting Firm in 2021 on ColoradoBiz magazine's Best of Colorado Business Choice awards
- Largest Denver-area accounting firm by the Denver Business Journal in 2020

## Our governmental audit practice

When we serve governmental entities, ensuring compliance is just the first step. As the City’s partner, we’ll translate our expertise into solutions, helping you streamline operations, contain costs, and stay ahead of the curve. Why? It’s simple: Investing in our clients means investing in the future of our communities.

### What our practice looks like

500+ Governmental clients, including:

- Local government
- Authorities
- State agencies
- Airports
- Transportation organizations
- Pension systems
- Special districts
- Utilities

750+ Annual Comprehensive Financial Report (ACFR) audits conducted in the past 25 years whereby the ACFRs have received the GFOA’s Certificate of Achievement for Excellence in Financial Reporting

575+ Single audits performed annually

45 States with public sector clients

1,700+ Public sector clients served

250+ Staff dedicated to serving governmental clients

1,300+ GASB entities served

25+ Partners dedicated to serving governmental clients

75 Years serving government entities

\$9B Federal expenditures audited per year

### How we stand apart from the competition

When it comes to serving municipalities and government entities, the Plante Moran difference can be boiled down to two key factors:



**1** Our governmental clients are served by professionals who have made the public sector a focus of their careers.

Because our firm is organized by industry (not by office or region), you’ll always be served by specialists who have already served many governmental entities, including cities and counties, municipal operations, water and sewer authorities, transit authorities, state government agencies, and public library systems.



**2** Our firm is unmatched in the level of research we conduct on challenges facing governmental leaders.

Our active involvement in government associations — along with our firsthand experience serving a large, diverse client base — is at the heart of our technical expertise. We pass on what we learn to our staff in the form of internal training seminars and to our clients through our webinars, white papers, and toolkits.

## Single audit experience

**Our team members are undisputed experts in the single audit sector.** The City’s engagement will feature trained professional staff with significant single audit experience, as well as our proprietary single audit programs, questionnaires, and tools, which are customized to specific grants. Our audit reports and workpapers are regularly reviewed by federal oversight agencies and are considered best-in-class. Our approach will increase efficiency and minimize the use of your staff’s time and resources.

## Qualifications that lead to quality single audits

An analysis of single audit engagements performed by the AICPA’s Peer Review Program determined that the following factors have a strong correlation to quality performance. Plante Moran excels in all three.



1. **Size of the firm’s single audit practice**



**2nd** largest single audit provider in the nation  
**575+** single audits completed annually  
**\$9B** in federal expenditures audited per year



2. **Qualifications of the engagement partner**



The engagement partner and team of professionals you’ll work with are single audit specialists who are deeply engrained in federal compliance issues.



Our professionals not only take single audit CPE courses annually, but also teach many of those courses attended by other CPA firms. Our training materials are used nationally.



3. **AICPA Governmental Audit Quality Center (GAQC) Membership**



We’re a charter member of the GAQC and will share advance notice of issues that impact the single audit. According to the above-mentioned AICPA study, GAQC members had **two times greater conformity** to professional standards than nonmembers.

The study also found that GAQC members who performed 11 or more single audits annually – **like Plante Moran** – had 100% conformity to professional standards.

## We’re proactive when it comes to the Compliance Supplement

**Our involvement:** Partner Amanda Ward (our firm’s single audit industry technical leader) is a member of the GAQC executive committee.

**How you benefit:** Advance notice of upcoming changes and guidance, quick answers to difficult questions, and help resolving federal compliance issues.

**Our involvement:** We maintain direct contact with the AICPA and federal agencies, including the OMB, HHS, HUD, U.S. Department of Education, and EPA, and frequently conduct training sessions at conferences sponsored by these agencies.

**How you benefit:** Efficiency and ready access to knowledgeable staff.

**Our involvement:** We annually review and comment on changes being made to the Single Audit Compliance Supplement.

**How you benefit:** Faster response time to Uniform Guidance updates and help identifying changes to procedures and documentation, before the audit starts.



## We don't just participate – we lead

The auditors and consultants within our governmental practice meet all Government Accountability Office and continuing education requirements. But we've also taken our industry commitment to the next level. We're heavily involved in government professional associations so that we can stay ahead of emerging issues and shape the practical application of standards and regulations. We do this not just to maintain our expertise, but to act as an advocate for our clients and keep them informed.



- Founding member of the Governmental Audit Quality Center (GAQC)
- Chair the State and Local Government Expert Panel, which meets annually with the GASB and helps shape their agenda, as well as responding to each exposure document
- Participate in federal single audit roundtable with invited members from GAO, OMB, and various federal agencies
- Past Chair of the American Institute of CPAs (AICPA) in 2008, and a partner currently serves on the Council



- Propose changes to Governmental Accounting Standards Board (GASB) Implementation Guides
- Actively respond to significant proposals for new governmental accounting rules
- Testified before GASB and participated in some of their research projects



Government Finance Officers Association



- Involved in national and state-level associations including Colorado (CGFOA), Florida (FGFOA), Georgia (GGFOA), Illinois (IGFOA), Michigan (MGFOA), New York (NYSGFOA), and Ohio (OHGFOA)
- Facilitate training sessions at the annual conference



U.S. GOVERNMENT ACCOUNTABILITY OFFICE

- Serve on the Comptroller General's Advisory Council on Standards for Internal Control in the Federal Government



NASACT

National Association of State Auditors, Comptrollers and Treasurers

- Active membership, attend NASC and NASACT conferences
- Facilitated conference training sessions



- Active membership, attend conferences



PUBLIC PENSION FINANCIAL FORUM

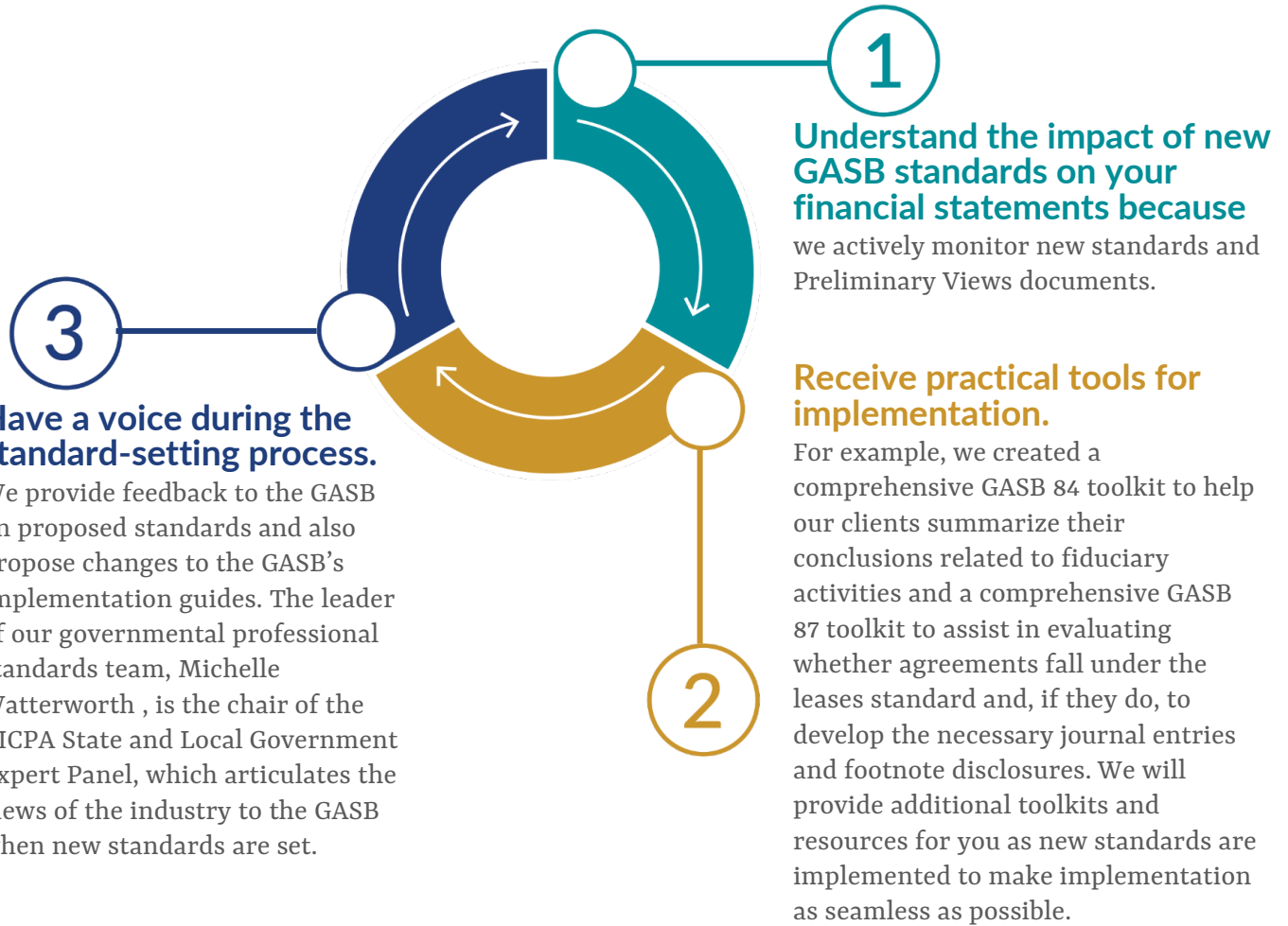
Provided training at annual conference

### Additional industry involvement:

- Colorado Municipal League (CML)
- International City/County Management Association (ICMA)
- Public Technology Institute (PTI)
- American Public Works Association (APWA)

## Added benefits from our GASB involvement

We envision our GASB involvement as a cycle that yields ongoing benefits for our staff and our clients. With our team as your partner, the City will:



**“ Our public sector clients are more than just prepared for change — they’re at the forefront of it.**









My constant goal is to share my specialized expertise and enable colleagues and clients to efficiently address complex technical issues while providing them the implementation guidance and resources they need.”

— Marie Stiegel  
Government Industry Technical Leader

## Deeper insights, delivered year-round

We'll provide frequent updates throughout the year to help you analyze how recent changes in regulations, legislation, economic conditions, and trends could impact the City. We deliver this thought leadership via CPE-approved webinars and publications at **no additional cost**. Our Government Perspectives quarterly e-newsletter provides clients with updates on finance, technology, and operational issues and includes ideas for maximizing limited resources.

A few examples of our thought leadership include:

<p>Broadband for all: Harnessing the collective power of the public sector</p> <p><a href="#">READ MORE</a> </p>	<p>Employee retention credit refunds subject to lengthy processing time</p> <p><a href="#">READ MORE</a> </p>	<p>New approaches for managing risk in the public sector</p> <p><a href="#">READ MORE</a> </p>	<p>GASB accounting standard update: Spring 2023</p> <p><a href="#">READ MORE</a> </p>
<p>2023 Compliance Supplement and single audit update</p> <p><a href="#">WATCH NOW</a> </p>	<p>Making better decisions with data in the public sector: A simple guide to modernization</p> <p><a href="#">READ MORE</a> </p>	<p>GASB 94 &amp; 96: Preparing to implement new guidance for P3s &amp; SBITAs</p> <p><a href="#">WATCH NOW</a> </p>	<p>Understanding GASB 96, Subscription-Based Information Technology Arrangements</p> <p><a href="#">READ MORE</a> </p>

Please visit [plantemoran.com/subscribe](http://plantemoran.com/subscribe) to sign up for insights.

### Our involvement in Colorado Government Finance Officers Association

Our staff attend and present year-round at Colorado Government Finance Officers Association (CGFOA) events and annual conferences, and stay up-to-date on other CGFOA happenings. Some of our recent CGFOA activities and presentation topics include:



- Accounting Financial Reporting – GASB Accounting Updates
- CGFOA Annual Conference sponsor and presenter
- Optimize Your ERP Software or Replace It?
- Uniform Guidance - Federal ARP and State CVRS
- Internal Control Best Practices for Smaller Organizations
- Personal Financial Planning Considerations – How to Navigate an Uncertain Economy
- Mid-Summer Mini Conference sponsor

## Our offices serving you

### Structured differently, to serve you differently

Your audit will be led by Tim St. Andrew as engagement partner with Bill Brickey and Jamie Essenmacher as colleague partners, and served by a blended team of government industry experts from our Colorado and Michigan offices. Why? Because unlike most firms, which are organized by siloed office locations or profit centers, Plante Moran’s go-to-market model is organized by industry group. That means **you will work with our most qualified experts for the City’s specific needs, regardless of their office location or geography — and at no charge for travel expenses.**

This “**one-firm” firm** structure is what enables us to staff your engagement with experts from our government team, which are dedicated to serving cities and their component units as well as counties, towns, transportation authorities, public retirement entities, and other public sector clients across the country. The model is based on the philosophy that serving you, our client, comes first — even before firm profits.

Colorado		Michigan
1321 Oakridge Dr.	8181 E. Tufts Ave.	1098 Woodward Ave.
Fort Collins, CO 80525	Denver, CO 80237	Detroit, MI 48226
970-282-5400	303-740-9400	313-496-720

You’ll work with Plante Moran experts who are the best fit for your specific needs, regardless of where those professionals are located.

A relationship with Plante Moran unlocks the entire power of our united firm.

#### Here’s what the City can expect:

- **The right blend of relevant expertise:** We have organized our firm by industry group, and staffed your team with professionals who have made serving government clients a strong focus of their careers. We’ve done this by looking at staff across *all* our offices, not just the one that happens to be closest to you.
- **As your needs change or new concerns arise:** You’ll have easy access to *all* the subject matter and technical experts across our firm.
- **As the ease of remote work becomes increasingly important:** No matter where our team members are located — whether down the street or across the country — we’ll collaborate efficiently and effectively with you through our technology. We’ve successfully served clients for years using advanced tools, so virtual work is nothing new for us.



## Staffing your engagement

---

In addition to your engagement leaders, our team will be comprised of four to six governmental auditing experts, all of whom are full-time Plante Moran employees. They are actively involved in our governmental audit practice and meet the GAO audit requirements, including governmental continuing education. Our team of CPAs and consultants specialize in the government sector — they are not “on loan” from any of our industry groups during their slow periods. All our staff are full time staff. We do not use part-time or seasonal staff because we conduct work for governmental clients year-round.

**If the proposer is a joint venture or consortium, the qualifications of each firm comprising the joint venture or consortium should be separately identified and the firm that is to serve as the principal auditor should be noted, if applicable.**

## Joint ventures/consortiums

---

Plante Moran is proposing on this engagement as the sole service provider. We are not proposing as a joint venture or in consortium with another firm, nor will we outsource or subcontract any of the services related to those requested by the City in this RFP.

The firm is also required to submit a copy of the report on its most recent external quality control review, with a statement whether that quality control review included a review of specific government engagements.

## Our peer review report

The AICPA peer review involves rigorous inspection of engagements not subject to PCAOB inspection. At the conclusion of the peer review, the peer reviewer expresses an opinion on the design of our system of quality control for our accounting and auditing practice and our compliance with that system, and the reviewer provides a peer review rating. Our most recently completed peer review, conducted in 2022, resulted in a “pass” rating, the highest rating possible. The peer review report is available at [aicpa.org](http://aicpa.org).



8550 United Plaza Blvd., Ste. 1001 – Baton Rouge, LA 70809  
225-922-4600 Phone – 225-922-4611 Fax – [pncpa.com](http://pncpa.com)

A Professional Accounting Corporation

### Report on the Firm's System of Quality Control

December 16, 2022

To the Partners of  
Plante & Moran, PLLC  
and the National Peer Review Committee

We have reviewed the system of quality control for the accounting and auditing practice of Plante & Moran, PLLC (the firm) applicable to engagements not subject to PCAOB permanent inspection, in effect for the year ended June 30, 2022. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants (Standards).

A summary of the nature, objectives, scope, limitations of, and the procedures performed in a system review as described in the Standards may be found at [www.aicpa.org/prsummary](http://www.aicpa.org/prsummary). The summary also includes an explanation of how engagements identified as not performed or reported in conformity with applicable professional standards, if any, are evaluated by a peer reviewer to determine a peer review rating.

#### Firm's Responsibility

The firm is responsible for designing and complying with a system of quality control to provide the firm with reasonable assurance of performing and reporting in conformity with the requirements of applicable professional standards in all material respects. The firm is also responsible for evaluating actions to promptly remediate engagements deemed as not performed or reported on in conformity with the requirements of applicable professional standards, when appropriate, and for remediating weaknesses in its system of quality control, if any.

#### Peer Reviewer's Responsibility

Our responsibility is to express an opinion on the design of and compliance with the firm's system of quality control based on our review.

#### Required Selections and Considerations

Engagements selected for review included engagements performed under *Government Auditing Standards*, including compliance audits under the Single Audit Act; audits of employee benefit plans; an audit performed under FDICIA; and examinations of service organizations (SOC 1 and SOC 2 engagements).

As a part of our peer review, we considered reviews by regulatory entities as communicated by the firm, if applicable, in determining the nature and extent of our procedures.

#### Opinion

In our opinion, the system of quality control for the accounting and auditing practice of Plante & Moran, PLLC applicable to engagements not subject to PCAOB permanent inspection, in effect for the year ended June 30, 2022, has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of *pass*, *pass with deficiency(ies)* or *fail*. Plante & Moran, PLLC has received a peer review rating of *pass*.

*Postlethwaite & Netterville*

Postlethwaite & Netterville, APAC  
Baton Rouge, Louisiana

The firm shall also provide information on the results of any federal or state desk reviews or field reviews of its audits during the past three (3) years. In addition, the firm shall provide information on the circumstances and status of any disciplinary action taken or pending against the firm during the past three (3) years with state regulatory bodies or professional organizations.

## Desk reviews

Plante Moran takes great pride in the quality of services we provide to our clients. We have a rigorous set of quality control procedures designed to provide assurance that professional standards are followed and our clients receive a high-quality product. Federal and state agencies routinely perform desk and field reviews on a select number of audits they receive. While we typically aren't aware of the desk reviews being performed, we have had a few field reviews by both federal and state agencies in their normal course of monitoring auditors over the last three years. Plante Moran was not subject to any disciplinary action as a result of these reviews.

The firm currently has no active disciplinary actions from federal or state regulatory bodies or from any professional associations, nor have we had any within the last three years.

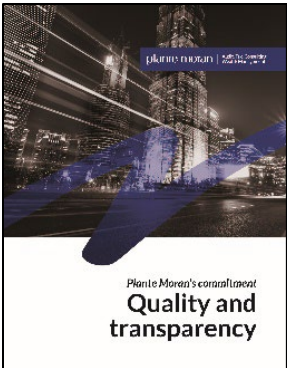
## Process for quality assurance

Plante Moran takes great pride in the quality of services we provide to our clients. We have a rigorous set of quality controls designed to provide assurance that professional standards are followed and our clients receive a high-quality product. We consider the engagement size and complexity; industry specialization; and nature, extent, and timing of work to be performed when assigning personnel to engagements. Our engagement teams serve as our frontline quality assurance process. They are responsible for developing and documenting audit matters.

In addition, we have professional quality control individuals dedicated to the government industry, who provide deep industry knowledge and experience. We proactively involve our quality control professionals early in the planning process, and many of our clients have direct contact with our quality control individuals throughout the year. The benefit to the City is a continuous dialogue with our quality control professionals that promotes active, ongoing consultation on accounting and reporting matters.

Our Director of Professional Standards reminds us: **“Every job is a self-portrait of the person who did it. Autograph your work with quality.”** We aspire to do that for every client every day.

[Download our audit quality and transparency report.](#)



### 05. Partner, Supervisory and Staff Qualifications and Experience

Identify the principal supervisory and management staff, including engagement partners, managers, other supervisors and specialists, who would be assigned to the engagement. Indicate whether each such person is registered or licensed to practice as a certified public accountant in the State of Colorado. Provide information on the government auditing experience of each person, including information on relevant continuing professional education for the past three (3) years and membership in professional organizations relevant to the performance of this audit.

Provide as much information as possible regarding the number, qualifications, experience and training, including relevant continuing professional education, of the specific staff to be assigned to this engagement. Indicate how the quality of staff over the term of the agreement will be assured.

#### City of Fort Collins, CO engagement team





## Your engagement team

Plante Moran's greatest asset is our people — not just their knowledge, but also their integrity and their commitment to our clients, staff, and communities. Our philosophy for staffing your engagement is simple: find the best people with the most relevant experience and balance the team with varied ways of thinking that complement each other.

We have structured our team to deliver the specialized knowledge and personal fit you deserve. Each person serves a necessary role on the engagement and is experienced in serving clients like you.



### Timothy St. Andrew, CPA

#### Engagement Partner

313-496-8542 | [timothy.standrew@plantemoran.com](mailto:timothy.standrew@plantemoran.com)

**Role:** My primary goal is to make sure we look out for your interests proactively, respond to your questions promptly, meet all deadlines, ensure no surprises, and value your time.

**Experience:** With 18 years of experience, I am a member of the firm's governmental attestation and consulting practice, primarily serving local governmental units. I coordinate the ongoing audit engagements for several counties and cities. My recent experience also includes several governmental consulting assignments, including preparation of long-range financial plans, fiscal health evaluation, assistance with investment policies and procedures, preparation of utility rate studies, federal program compliance and accounting assistance, design and analysis of internal control systems, evaluating adequacy of employee personnel, assistance in changeover, and training of new staff.

I am a member of the AICPA, Michigan Association of CPAs (MICPA), Michigan Governmental Finance Officers Association (MGFOA), Colorado Governmental Finance Officers Association (CGFOA), Colorado Municipal League (CML), Oakland County Treasurers' Association, and Michigan Municipal Executives, and I am an instructor of Plante Moran's continuing professional education program. I am also a member of the Professional Development Committee for MGFOA and a member of the Education Committee for CGFOA.

**Representative clients served:** Cities of Longmont, Greeley, Commerce City, and Loveland, CO; Town of Parker, CO; County of Oakland, MI; City of Detroit Water and Sewer Department; City of Detroit Department of Transportation; Oakland County Public Transportation Authority; Oakland County Art Institute Authority; Oakland County Zoological Authority; and the Cities of Detroit, Brighton, Birmingham, Eastpointe, and South Lyon, MI.

**Training and licensure:** I obtain over 40 hours of continuing professional education each year to adhere to the necessary qualifications to practice in the state of Colorado and meet the Yellow Book CPE requirements. I am licensed as a CPA in the state of Michigan and can practice in the state of Colorado under the reciprocal licensing statute that allows for license mobility.

**Fun fact:** My favorite vacations with the family are to Sanibel Island, Florida, where we can see dolphins and alligators, collect seashells, ride bikes around the island, and relax on the beach.



### Jamie Essenmacher, CPA, MSA

Colleague Partner

720-307-8168 | jamie.essenmacher@plantemoran.com

**Role:** As Plante Moran’s local and dedicated representative who is authorized to discuss matters pertaining to this contract, I will be the City’s primary contact. I am a leader in the Rocky Mountain region’s public sector practice and will act as an additional technical and strategic resource to the City throughout the year.

**Experience:** I have 20 years of public accounting experience providing audit, bond compliance, federal compliance, grants management, and consulting services in our public sector practice. **I have 15 years of experience with ACFR reports, GFOA and ASBO certifications.** I serve as a contributor to our professional standards department as a quality control reviewer and perform technical standards reviews for the firm’s K-12 practice. Additionally, I conduct internal staff training for the industry as well as external trainings for school district business officials.

**Representative clients served:** Littleton Public Schools, El Paso County School District No. 2 - Harrison, Estes Park School District, Weld County School District Re-1, The Vanguard School, Littleton Preparatory Charter School, and Littleton Academy.

**Training and licensure:** I obtain over 40 hours of continuing professional education each year to adhere to the necessary qualifications to practice in the state of Colorado, and I meet the Yellow Book CPE requirements. I am licensed as a CPA in the state of Michigan and can practice in the state of Colorado under the reciprocal licensing statute that allows for license mobility. I am in the process of transferring my license to Colorado and have completed all of the required CPE courses.

**Fun fact:** I recently moved my family from Michigan to Colorado to help grow the public sector practice at Plante Moran. We couldn’t be more excited to be residents of Colorado!



### William Brickey, CPA

Colleague Partner

313-496-7231 | william.brickey@plantemoran.com

**Role:** I will bring a fresh perspective to your engagement in my role as your colleague partner. While I will be aware of all significant aspects of your engagement, you won’t see me as often as your lead partner. This is intentional, as I can play a more valuable role in finding efficiencies, mining ideas, and delivering first-class service from an objective viewpoint.

**Experience:** With over 25 years of experience serving governmental clients, I work as part of the firm’s governmental attestation and consulting practice, primarily serving numerous cities, counties, and other governmental entities. My recent experience beyond job management, training, supervision of staff, and communication with clients includes management of financial statement audits including compliance audits of federally funded programs, GASB implementation assistance, assistance with design and review of internal control systems, financial forecasting, water and sewer rate studies, developing strategic plans for multiyear budgeting, and general business consulting.

In addition to helping my clients with compliance-related matters, I provide practical, proactive advice throughout the year to ensure they stay up to speed and ahead of the curve in this ever-changing environment. My goal is to be a valuable resource and universal advisor, not just an auditor.

I am a member of the CGFOA and CML. I am also a member of the MGFOA Professional Development Committee. I frequently speak on a variety of governmental accounting topics and am the lead presenter for the MGFOA Back to Basics program — a three-day program covering the fundamentals of government accounting, budgeting, and financial statements (ACFR).

**Representative clients served:** Cities of Longmont and Loveland, CO; Counties of Oakland and Livingston, MI; Genesee County Drain Commission, MI; and the Cities of Detroit, Grand Rapids, Warren, Monroe, Wyandotte, Trenton, Southgate, Rockwood, Riverview, Gibraltar, Grosse Pointe Farms, and Grosse Pointe Woods, MI.

**Training and licensure:** I obtain over 40 hours of continuing professional education each year to adhere to the necessary qualifications to practice in the state of Colorado, and I meet the Yellow Book CPE requirements. I am licensed as a CPA in the state of Michigan and can practice in the state of Colorado under the reciprocal licensing statute that allows for license mobility.

**Fun fact:** I have played hockey since I was five years old and continue to play in two leagues. While not as fast as I once was, I enjoy the camaraderie. In the summer, you can find me enjoying the slower pace of golf.



**Josh Yde, CPA**  
Audit Principal

734-302-6921 | josh.yde@plantemor.com

**Role:** I'll manage the overall audit engagement, ensuring that our team works collaboratively to deliver quality and efficient service. You will see me regularly as I work with the rest of our audit team and your staff. I want to hear what's going well (or not) and what issues are on your mind.

**Experience:** I am an audit principal serving governmental entities of all types, including cities and counties, single and multi-jurisdictional courts, transportation and transit authorities, water and sewer authorities, and special-purpose entities. I perform 12 governmental audits per year. I am also a member of our professional standards team. My experience also includes job organization and management, training and supervision of staff, communication with clients on emerging issues, creating various training programs, and assisting with our governmental technical standards department.

I am a member of the AICPA and the MICPA.

**Representative clients served:** City of Longmont, CO; Town of Parker, CO; Cities of Detroit, Grosse Pointe Woods, Saline, and Warren, MI; Huron Charter Township, MI; Grosse Pointe Woods Municipal Court; Saline District Library; Saline Area Fire Department; and Detroit Region Aerotropolis Development Authority.

**Training and licensure:** I have a Master of Accounting from the University of Michigan. I obtain over 40 hours of continuing professional education each year to adhere to the necessary qualifications to practice in the state of Colorado and meet the Yellow Book CPE requirements. I am licensed as a CPA in

the state of Michigan and can practice in the state of Colorado under the reciprocal licensing statute that allows for license mobility.

**Fun fact:** My undergraduate majors (math and history) are a small example of my long-held thirst for knowledge in a variety of areas, which has created some diverse hobbies, including rock climbing and brewing, and interests including travel and exploring cuisine.



**Nicolette Acho, CPA**  
Single Audit Technical Specialist

313-496-7234 | nicolette.acho@plantemoran.com

**Role:** I will oversee the single audit planning to ensure all federal and state compliance concerns are addressed. I will also participate in frequent update meetings and communicate potential issues, challenges, or other relevant matters to management to ensure your single audit is completed on time and within scope.

**Experience:** I have 13 years of experience providing accounting and assurance services to various clients, including serving as the manager on audit engagements in the governmental industry. My client base is 95% governmental, so I have deep experience serving government clients. This experience includes being the industry leader for governmental federal single audits, assisting governmental clients with new accounting pronouncements and technical accounting issues, as well as changing legislative items. My experience also includes job organization and management, staff training and supervision, and coordinating various internal and external training programs.

I speak regularly to boards and councils, as well as at internal and external trainings and conferences. I am a member of the Wayne County Treasurers Association, the Michigan Governmental Finance Officers Association, Michigan Women in Finance, and the Chaldean American Chamber of Commerce.

**Representative clients served:** Cities of Longmont, Loveland, and Commerce City, CO; Northern Colorado Water Conservancy District. Cities of Charlotte, Detroit, Dearborn Heights, Wixom, Taylor, Bloomfield Hills, Garden City, Melvindale, Lathrup Village, Brownstown Township, and Redford Township, MI; Todd Creek Village Metropolitan District; Wayne County, MI; the Cities of Columbus and Akron, OH.

**Training and licensure:** I hold a B.A. and an M.S. in accounting from the University of Michigan-Dearborn. I obtain over 40 hours of continuing professional education each year to adhere to the necessary qualifications to practice in the state of Colorado and meet the Yellow Book CPE requirements. I am licensed as a CPA in the state of Michigan and can practice in the state of Colorado under the reciprocal licensing statute that allows for license mobility.

**Fun fact:** In college, when I wasn't studying for my accounting classes, you could find me playing on the women's basketball team. It's a sport I still love to this day.



### Marie Stiegel, CPA

Audit Principal and Government Technical Standards Specialist

616-643-4146 | marie.stiegel@plantemoran.com

**Role:** I will provide counsel on various aspects of your audit. I will serve as the independent professional standards reviewer (quality control) and a resource to both the engagement team and the City regarding technical accounting issues and new accounting pronouncements. You will have direct access to me for conversations and consultations as needed throughout the year.

**Experience:** I am an assurance principal with over 16 years of experience specializing in governmental auditing and consulting, as well as audits of federal awards. I am the technical group leader for the governmental industry. In this role, I assist our engagement teams with implementation of new accounting standards, perform technical research, and develop thought leadership and training materials.

My recent experience beyond audit management and supervision of staff includes preparation of long-range financial forecasts, governmental consulting, and leading the firm’s governmental industry implementation of GASB’s recent standards.

I am a member of the AICPA, the MICPA, and MGFOA (where I am chair of the standards committee).

**Representative clients served:** Cities of Commerce City, Greeley, Loveland, and Longmont, CO; Town of Parker, CO; City of Grand Rapids, MI; Counties of Oakland and Wayne MI; Michigan State Housing Development Authority; Michigan Finance Authority; and Northern Colorado Water Conservancy District.

**Training and licensure:** I obtain over 40 hours of continuing professional education each year to adhere to the necessary qualifications to practice in the state of Colorado and meet the Yellow Book CPE requirements. I am licensed as a CPA in the state of Michigan and can practice in the state of Colorado under the reciprocal licensing statute that allows for license mobility.

**Fun fact:** I am a loyal “coach’s wife.” My husband has been a head football coach at the high school level since 2010, and I have never missed a game. You can find me on the top row of the bleachers where I get best view.



### Brian Pesis

IT Consulting Senior Manager and Government and Public Sector IT Specialist

303-846-1260 | brian.pesis@plantemoran.com

**Role:** I will assist the audit team with the IT general controls testing during audit fieldwork. I will also consult with the audit team on any technology-related questions or concerns that might come up during fieldwork, as well as non-audit technology-related discussions throughout the year.

**Experience:** I have over nine years of experience working with a variety of ERP/software systems for government and public sector clients across the country. I’ve managed and served as the lead consultant on numerous projects to assess, select, and implement enterprise software solutions. During software projects, I am adept at identifying opportunities for business process improvement, defining functional

requirements, and assisting with implementing the changes. My experience in enterprise software projects includes financial and human resources systems as well as asset/work management and utility billing solutions.

I am a member of the CGFOA and CSMFO.

**Representative clients served:** Cities of Arvada, Fort Collins, Glenwood Springs, and Greeley, CO; Adams County, CO; City of Cheyenne, WY - Board of Public Utilities; Cities of San Mateo, Daly City, Concord, Cupertino, Ontario, Milpitas, and Santa Maria, CA; Anoka County, MN; and Gwinnett County, GA.

**Training and licensure:** I have a B.B.A. from the University of Michigan – Stephen M. Ross School of Business. I obtain an average of 40 hours of CPE on an annual basis to stay current with the market and technology trends.

**Fun fact:** I love photography, and have captured many foxes, bald eagles, and bears in Colorado near my home in Pine. I even learned to ski here at the age of three.

## Your team's relevant continuing professional education

Below is a list of relevant professional education courses your audit team has completed over the past three years.

Program name	Completion date	Government Environment	Professional Proficiency	T. St. Andrew	W. Brickey	J. Essenmacher	J. Yde	N. Acho	M. Stiegel
Independence Training 2019 - Assurance Partner & Manager	7/12/2019	0	2.0			X			
Assurance Partner Manager Workshop 2019	7/24/2019	7.5	0					X	X
K-12 PSD Training 2019	8/1/2019	2.0	0			X	X		
Communications and Marketing & Personal Development	8/27/2019	0	18.0	X					
PM Pride Lunch & Learn: Creating Safe Spaces at Work 2019	9/3/2019	0	1.0				X		X
Risk Assessment Considerations in an SLG Financial Statement Audit	9/19/2019	2.0	0						X
In Focus: GASB Implementation Guides for Fiduciary Activities and Leases	9/26/2019	0	2.0						X
Partner & Member Meeting - Fall 2019	10/18/2019	0	3.5		X				
Tech Tours Fall 2019	10/25/2019	0	1.0						X
Partners - Senior Managers Annual Insurance Industry Training 2019	11/7/2019	0	2.0			X			
Real Estate and Construction University 2019	11/7/2019	0	4.5	X					
Manager and In-Charges Annual Insurance Industry Training (Invite Only) 2019	11/8/2019	0	8.0			X			
Women in Leadership Fall Regional Conference 2019	11/11/2019	0	3.5					X	X
GASB 84: Implementing the New GASB Fiduciary Activities Standard	11/21/2019	3.0	0	X					
Associates Meeting - 2019 (Invitation Only)	12/10/2019	0	2.0				X		X
Peer Review Update Webinar - 2019	12/20/2019	1.0	0		X	X	X		X
ASC 740 Introduction to Income Tax Provisions - 2020	1/10/2020	0	5.5				X		
GASB Update Webinar	2/5/2020	2.0	0						X
MGFOA 2020 Spring Seminar	3/3/2020	0	6.5		X				
Spring Seminar (multiple sessions)	3/3/2020	1.0	3.5						X
Tech Tours Spring 2020	5/11/2020	0	1.0			X			X
Analyzing State and Local Governments Client Affiliates and Independence Changes (Ethics) 2020	5/19/2020	0	1.0	X	X	X	X	X	X
Governmental/K12 Annual Industry Training 2020	5/21/2020	1.5	2.0	X	X	X	X	X	X
IASA Michigan Chapter Group Internet Session -- Accounting	5/27/2020	0	2.0			X			
Single Audit Specialist Refresher 2020	5/28/2020	4.0	0		X			X	X
K-12 Annual Industry Training - Part II 2020	6/1/2020	2.5	1.0			X			
Risk-Based Audit Planning for Indirect Cost Rate Audits	6/4/2020	2.0	0				X		
New Partner Orientation 2020	6/9/2020	0	4.0			X			
Preparing for a Remote Audit Webinar	6/16/2020	1.0	0						X
Remote Auditing & GASB	6/16/2020	3.0	0	X					
Single Audit Update 2020	6/29/2020	4.0	0	X	X	X	X	X	X
Assurance Partner Manager Workshop - Session 1 - Accounting Hot Topics (FASB) 2020	7/13/2020	0.5	3.0	X	X	X	X		
PD Blitz: Virtual Networking and PD Best Practices Webinar 2020	7/15/2020	0	1.0			X	X		X
PPP Loan Forgiveness 2020	7/20/2020	0	2.0	X					
PD Blitz: How to Conduct Virtual Meetings and Presentations Effectively 2020	7/21/2020	0	1.0	X		X	X		X
NFP Annual Meeting 2020	7/23/2020	4.0	0.5			X			
Presenter Credit: Developing the next Generation of Leaders	7/23/2020	0	3.0	X					
Assurance Partner Manager Workshop - GASB Accounting Hot Topics 2020	7/27/2020	2.0	0	X	X	X	X	X	X
PD Blitz: How to Generate Qualified Opportunities by Hosting a Virtual Roundtable 2020	7/28/2020	0	1.5				X		
Governmental Annual Industry Training Part 2 - Partner and Manager Track 2020	7/29/2020	4.0	0.5	X	X		X	X	X
PM Pride Lunch & Learn: Inclusive Workplaces and Hate Crime Reporting 2020	7/29/2020	0	1.0	X			X		

Program name	Completion date	Government Environment	Professional Proficiency	T. St. Andrew	W. Brickey	J. Essenmacher	J. Yde	N. Acho	M. Stiegel
Presenter Credits: Governmental Annual Industry Training Part 2 - Partner and Manager Track 2020	7/29/2020	2.0	0						X
Fraud in Government - Protect the Public's Money	7/30/2020	2.0	0	X					
K-12 PSD Training 2020	8/3/2020	2.0	0			X	X		
New Partner Orientation - Practice Management and Billing Training 2020	8/4/2020	0	2.0			X			
Communications and Marketing - Session 4	8/6/2020	0	4.5	X					
Session 4 of the Rainmaker Companies	8/6/2020	0	4.5			X			
Effects of PPP Loan Forgiveness on A/E Firms Overhead Rates	8/11/2020	1.0	0				X		
PD Blitz: How to Plan a Lead Generation Strategy for Virtual Tradeshows 2020	8/12/2020	0	1.0				X		X
Conversations on the Black Experience: A Virtual Townhall 2020	8/17/2020	0	1.0	X		X	X	X	
Assurance Partner Manager Workshop - Session 2 - Auditing in Current Environment 2020	8/18/2020	2.5	0	X	X	X	X	X	X
Service Industry APN Training 2020	8/24/2020	2.0	0				X		
Assurance Partner Manager Workshop - Session 3 - Audit Platform Next - operating differently in your role 2020	9/1/2020	2.0	0	X	X	X	X	X	X
Advanced Practice Management and Billing Training - Detroit/Flint/Auburn Hills Office 2020	9/18/2020	0	2.0	X	X			X	
PEG NextGen Training 2020 - Part 1	9/24/2020	0	2.0				X		
A Positive Attitude in a Negative World	9/28/2020	0	1.0	X	X				
Economic Update	9/28/2020	0	1.0		X				
GASB Update	9/28/2020	2.0	0		X				
Insights on the Past, Present, and Future 2020 Legislative Session; GASB Update; A Positive Attitude in a negative world	9/28/2020	1	4.0		X				X
MERS Update	9/28/2020	0	1.0		X				
PEG NextGen Training 2020 - Part 2	10/12/2020	2.5	0.5				X		
New Partner Orientation - Employment Law Training 2020	10/19/2020	0	2.0			X			
Assurance Partner Manager Workshop - Session 4 - Independence and the consultation process 2020	10/20/2020	0	2.0	X	X	X	X	X	X
Real Estate and Construction University 2020 - Part 1	10/20/2020	0	4.5	X					
Real Estate and Construction University 2020 - Part 2	10/29/2020	2.5	1.0	X					
Healthcare Provider Relief Funds Single Audit Training 2020	12/16/2020	1.5	0						X
Assurance Partner Manager Workshop - Session 5, Maximizing Review Time 2021	1/11/2021	0	1.0	X	X	X	X	X	X
Women in Leadership Virtual Regional Conference 2021	1/20/2021	0	2.5			X			X
Succession planning for government: Developing and retaining an effective workforce	2/24/2021	0	1.0	X					
Budget - A Critical Finance Function	3/5/2021	1.0	0		X				
Cost Allocation Plan	3/5/2021	1.0	0		X				
Hindsight is 2020	3/5/2021	1.0	0		X				
Insights on the 2021 Legislative Session - Current and Future; Financial Report Updates & GASB Updates	3/5/2021	1.0	1.0		X				X
Preparing for your First Single Audit	3/5/2021	1.0	0		X				
Navigating Component Units	4/13/2021	2.0	0						X
Michigan Specific Ethics 2019-21	4/16/2021	0	1.0	X	X	X	X	X	X
MGFOA Back to Basic Session I - Virtual	4/20/2021	9.0	0		X				
Plante Moran Public Sector Webinar Series: Charting GASB's Course	5/11/2021	1.0	0			X		X	
Governmental/K12 Annual Industry Training 2021	5/14/2021	1.0	2.0	X	X	X	X	X	X
Single Audit Bootcamp 2021	5/19/2021	5.0	0					X	
K12 Annual Industry Training - Part II 2021	5/20/2021	4.0	0			X			
New Partner Orientation 2021	5/20/2021	0	3.0	X					
Year of Understanding: Belonging at Plante Moran 2021	5/21/2021	0	1.5					X	X
Single Audit Senior Training 2021	5/24/2021	5.0	0					X	
Tech Tours Spring 2021	5/24/2021	0	1.0			X		X	X
MGFOA Back to Basic Session II - Virtual	5/25/2021	9.0	0		X				
Single Audit Specialist Training 2021	5/27/2021	3.0	0	X	X	X	X	X	X



Program name	Completion date	Government Environment	Professional Proficiency	T. St. Andrew	W. Brickey	J. Essenmacher	J. Yde	N. Acho	M. Stiegel
NFP Annual Update Training 2021 - Day 1 of 3	6/8/2021	1.0	1.0			X		X	
Upcoming GASB Standards; GASB Exposure Drafts (Yellow Book)	6/8/2021	1.5	0				X		
NFP Annual Update Training 2021 - Day 3 of 3	6/11/2021	1.0	1.0			X			
Behavioral - Behavioral Based Interviewing	6/14/2021	0	1.5	X		X	X		X
New Single Audit Specialist Training 2021	6/16/2021	2.0	0				X		
Partner & Member Meeting 2021	6/17/2021	0	3.0	X	X	X			
Yellow Book: Government Auditing Standards: Standards for Financial Audits (Yellow Book Compliant)	6/18/2021	1.0	0				X		
Detecting and Preventing the Top Ten Fraud Schemes: Property, Plant, and Equipment and Estimation Fraud Schemes	6/21/2021	1.0	0				X		
Fraud Update: Detecting and Preventing the Top Ten Fraud Schemes: Accounts Receivable Fraud Schemes (2020)	6/21/2021	0	1.0				X		
(MC) Service Line Lunch & Learn - PEG 2021	6/22/2021	0	1.0					X	
SEC Amendments to Independence Rules 2021	6/22/2021	0	1.0				X		
Workday Performance Training - Staff 2021	6/22/2021	0	1.5				X		X
Workday Performance Training - Team Partners/Supervisors/ATLs 2021	7/13/2021	0	1.5		X				
Year of Understanding: Intersectionality 2021	7/19/2021	0	1.5			X			X
Principal Orientation - Internal Accounting /Marketing 2021	7/21/2021	0	3.0						X
Assurance Partner Manager Workshop - Session 1, Quality Management - the responsibilities for Partners and Managers 2021	7/22/2021	2.0	0	X	X	X	X		X
Governmental Industry Training 2021 - Part 2	7/27/2021	2.5	1.5	X	X		X		X
New Partner Orientation - Practice Management and Billing Training 2021	8/3/2021	0	3.0	X					
Assurance Partner Manager Workshop - GASB Hot Topics 2021	8/10/2021	2.0	0	X	X	X	X		X
Assurance Partner Manager Workshop - Session 2, Auditing Hot Topics 2021	8/17/2021	3.0	0	X	X	X	X		X
PELA Virtual Conference August 2021 Session 2	8/18/2021	0	3.0				X		
IFRS CPE Sessions 2021 #1	8/24/2021	0	4.0	X					
Assurance Partner Manager Workshop - Session 3 Accounting Hot Topics (FASB) 2021	9/15/2021	0	1.5		X		X		
PELA 2021-The Importance of Personal Example	9/16/2021	0	1.0				X		
PELA Virtual Conference August 2021 Session 1	9/17/2021	0	3.0				X		
ITL Bi-Monthly Update - September 2021	9/20/2021	1.5	0.5						X
New Partner Orientation - Employment Law Training 2021	9/29/2021	0	1.5	X					
MGFOA Back to Basics 2021 Session III	10/19/2021	9.0	0		X				
PELA 2021-Avoiding the Bandwagon: Examples of Leadership Courage	10/20/2021	0	1.0				X		
Assurance Partner Manager Workshop - Session 4, Independence 2021	10/27/2021	0	1.0	X	X	X	X	X	X
Understanding Leadership Styles and Unconscious Bias Workshop - Sponsored by WIL (Invitation Only) 2021	10/29/2021	0	3.0	X	X	X	X		X
Senior Manager Training (Invitation Only) 2021	11/2/2021	0	8.0				X	X	
IASA Board 101	11/3/2021	0	1.0			X			
Real Estate and Construction University 2021	11/8/2021	1.0	2.0	X					
Business Combination Training & Deal Trends 2021	11/15/2021	0	3.0			X	X		
ITL Bi-Monthly Update - November 2021	11/15/2021	1.0	3						X
PELA 2021-Moving from Historian to Trusted Advisor	11/15/2021	0	1.0				X		
Healthcare Provider Relief Funds Single Audit 2021	11/29/2021	2.0	0					X	
Auditing Valuations - Business Combinations 2021	12/3/2021	1.0	2.0			X	X		
PELA 2021-Capitalizing on Personal Strengths and Talents	12/10/2021	0	1.0				X		
PELA 2023-Helping to Make Client Transitions Successful	1/5/2022	0	1.0				X		
ITL Bi-Monthly Update - January 2022	1/17/2022	1.0	0.5						X
PELA 2023-Setting and Accomplishing Worthwhile Goals	2/3/2022	0	1.0				X		
ARPA for NEU's Overview, Final Rule, and Next Steps	3/4/2022	1.0	0		X				
Cumulative stress and Supporting Distressed Team Members	3/4/2022	1.0	0		X				
Economic and Market Update	3/4/2022	1.0	0		X				

Program name	Completion date	Government Environment	Professional Proficiency	T. St. Andrew	W. Brickey	J. Essenmacher	J. Yde	N. Acho	M. Stiegel
Insights on the 2022 Legislative Session Year	3/4/2022	2.0	0		X				
ITL Bi-Monthly Update - March 2022	3/14/2022	3	1.0						X
MFGOA Back To Basics 2022 Session !	4/6/2022	3.0	0		X				
PELA 2023-Committing to a Personal Business Development Plan	4/18/2022	0	1.0				X		
Public Sector - Annual Industry Training	5/10/2022	5.0	0	X	X		X	X	X
Firmwide - Year of Action: Maintaining Balance and Mental Health - 2022	5/16/2022	0	1.5		X			X	X
ITL Bi-Monthly Update - May 2022	5/16/2022	1.0	1.0						X
PELA 2023-Business Development: Getting Better Every Year	5/17/2022	0	1.0				X		
Cyber - Ransomware Tabletop Exercise	5/18/2022	0	1.0			X			
Enterprise Risk Management	5/18/2022	0	1.0			X			
Ethics - The Impacts of State Statute & Administrative Rule on Your CPAs	5/18/2022	0	1.0			X			
Statutory/GAAP Update	5/18/2022	0	1.0			X			
Tax Update - Federal Credits & Incentives	5/18/2022	0	1.0			X			
K12 - Annual Industry Training Part II - 2022	5/23/2022	4.0	0			X			
MICPA Governmental accounting and Auditing Conference	5/24/2022	0	3.0					X	
MGFOA Back to Basics 2022 Session II	5/25/2022	3.0	0		X				
Not For Profit - NFP Annual Update Training - Day 1 of 3 - 2022	6/6/2022	2.0	0					X	
2022 NSAA Annual Conference	6/10/2022	11.5	0						X
Single Audit Updates	6/13/2022	6.0	0					X	
Assurance - Assurance Partner Manager Workshop Independence Training - 2022	6/14/2022	1.5	0	X	X	X	X	X	X
Single Audit - Single Audit Senior Training - 2022	6/14/2022	3.5	0					X	
Single Audit - Single Audit Specialist Training - 2022	6/16/2022	2.0	0				X	X	X
Governmental - Airport Industry Training and Update - 2022	6/17/2022	2.0	0					X	
T) Tax - DataSnipper - Preparer - 2022	6/20/2022	0	1.0					X	
Assurance - DataSnipper - Reviewer - 2022	6/22/2022	0	1.0					X	
Partner - Virtual Partner and Affiliated Entity Member Meeting - 2022	6/28/2022	0	3.0		X	X			
Firmwide - New Principal Orientation - 2022	6/30/2022	0	2.5		X				
ITL Bi-Monthly Update - July 2022	7/18/2022	1.0	1.0						X
Assurance - Partner Manager Workshop - Session 2 Accounting Hot Topics (FASB) - 2022	7/20/2022	0	3.0	X		X	X	X	X
Governmental - Annual Industry Training Part 2 - 2022	7/21/2022	4.5	0	X	X		X	X	X
Behavioral - Advisory Team Leader Training Day 1 - 2022	8/4/2022	0	4.5						X
Behavioral - Advisory Team Leader Training Day 2 - 2022	8/5/2022	0	5.0						X
K-12 EQR Training - 2022	8/9/2022	2.0	0			X	X		
Assurance - ASC 842 Leases: Lease Incentives - 2022	8/11/2022	1	1.0				X		
PMGAP - Summer Technical Training - 2022	8/15/2022	4.0	0					X	
Assurance - Assurance Partner Manager Workshop - Auditing Hot Topics - Part I - 2022	8/16/2022	4.0	0	X	X		X		X
AASHTO 2022 Internal/External Audit Committee Annual Meeting	8/24/2022	23.0	0				X		
Plante Moran The Rainmaker Academy: Session 1 Day 1	8/30/2022	0	6.5						X
Plante Moran The Rainmaker Academy: Session 1 Day 2	8/31/2022	0	5.5						X
Assurance - Service Industry AandA Training - Session 1 - 2022	9/7/2022	1.0	0				X		
GFOA Washington Update: Rescue Plan, Infrastructure and 2023 Crystal Ball	9/12/2022	0	1.0		X				
Infrastructure Investment and Jobs Act (IIJA) Funding Opportunities	9/12/2022	0	1.0		X				
Inside the Capitol: Michigan Legislative Update	9/12/2022	0	1.5		X				
Keynote: The Leadership Audit -How Behavioral Drives Impact Organizational Success	9/12/2022	0	1.5		X				
Economic Update Macro & Markets - Update and Outlook	9/13/2022	1.0	0		X				
Preparing for (and Surviving) A Single Audit	9/13/2022	1.0	0		X				
The Bond Ratings Process	9/13/2022	0	1.0		X				
The GFOA CPFO Program	9/13/2022	0	1.0		X				

Program name	Completion date	Government Environment	Professional Proficiency	T. St. Andrew	W. Brickey	J. Essenmacher	J. Yde	N. Acho	M. Stiegel
What happens when you combine Bar Codes and Financial Reporting? A panel discussion and XBRL Case Study at the City of Flint	9/13/2022	0	1.0		X				
Fall Institute Forum	9/14/2022	0	1.0		X				
Internal Controls - Viewing of All the Queens Horses	9/14/2022	2.0	0		X				
Assurance - Partner Manager Workshop - Session 3 - Auditing Hot Topics Part 2 - 2022	9/15/2022	3.0	0	X	X	X	X	X	X
ITL Bi-Monthly Update - September 2022	9/19/2022	2.0	0						X
Commonsense Ideas How to Get Along Better with Important People in Your Life	9/22/2022	0	1.5			X			
Cyber Attacks on the Rise and Ransomware	9/22/2022	0	1.0			X			
Stat Update	9/22/2022	0	1.0			X			
WIL - Practice Development for Women, a Rainmaker Event - sponsored by Women in Leadership (Invitation Only) - 2022	9/29/2022	0	3.0			X			X
Plante Moran 2022 Statutory and Regulatory Update Webinar	10/10/2022	0	3.0			X			
Assurance - Partner Manager Workshop - Independence - Part 2 - 2022	10/26/2022	0	2.0	X	X		X	X	X
Firmwide - Harassment Prevention - MANAGERS and PARTNERS - 2022	10/28/2022	0	1.5	X	X	X	X	X	X
Firmwide - Security Awareness - 2022	10/28/2022	0	1.5	X	X	X	X	X	X
US GAAP Business Combinations Masterclass	11/1/2022	0	2.0	X					
Independence - Fundamentals of Independence - 2022	11/11/2022	0	1.0	X	X	X	X	X	X
ITL Bi-Monthly Update - November 2022	11/14/2022	0	2.0						X
WIL - Confidence Mindset - Sponsored by Women in Leadership - 2022	11/16/2022	0	1.0					X	X
Life Accounting & Financial Reporting November 2022	11/22/2022	0	20.0			X			
Firmwide - Year of Action: Equity - 2022	11/30/2022	0	1.5	X			X	X	X
REC - Real Estate and Construction University - 2022	11/30/2022	0	4.5	X					
Plante Moran The Rainmaker Academy 2022-2023 Session 2 Day One	12/5/2022	0	6.5						X
Partner and Affiliated Entity Member Meeting DAY 1 - 2022	12/6/2022	0	5.0			X			
Plante Moran The Rainmaker Academy 2022-2023 Session 2 Day Two	12/6/2022	0	5.5						X
Partner and Affiliated Entity Member Meeting DAY 2 - 2022	12/7/2022	0	2.0			X			
Assurance - Service Industry - Aerospace and Defense Bootcamp - 2023	1/10/2023	2.0	0				X		
Assurance - FAR Audit Bootcamp - 2023	1/17/2023	6.0	0				X		
Assurance - ITL UPDATE MEETING - January - 2023	1/17/2023	2.0	0						X
NASACT Webinar: Electronic Financial Reporting: FDTA and More!	3/8/2023	2.0	0						X
Michigan Specific Ethics	4/22/2023	0	1.0		X	X	X	X	X
Back To Basics Session One	4/24/2023	5.0	0		X				
Plante Moran The Rainmaker Academy 2022-2023 Session 3 Day One	5/2/2023	0	9.5						X
Plante Moran The Rainmaker Academy 2022-2023 Session 3 Day 2	5/3/2023	0	7.0						X
Single Audit - Specialist Training - 2023	5/4/2023	3.5	0	X	X				
Governmental, K-12, Higher Ed - Public Sector - Annual Industry Training - 2023	5/8/2023	3.0	0	X			X	X	X
Assurance - Internal Inspection Training - 2023	5/19/2023	1.5	0					X	X
Michigan Specific Ethics-The Impact of State Statute & Administrative	5/19/2023	0	1.0	X					
GASB 94 and 96: Preparing to Implement New Guidance for P3s and SBITAs	5/23/2023	1.0	0				X		
K-12 - Annual industry Training Part II - 2023	5/23/2023	3.5	0			X			
Plante Moran Webinars   GASB 94 & 96: Preparing to implement new guidance for P3s & SBITAs	5/23/2023	1.5	0	X					
Back to Basics: Session II	5/24/2023	15.0	0		X				

Program name	Completion date	Government Environment	Professional Proficiency	T. St. Andrew	W. Brickey	J. Essenmacher	J. Yde	N. Acho	M. Stiegel
GFOA 2023 Annual Conference	5/24/2023	8.0	6.0						X
Advanced Topics in a Single Audit: Internal Control Over Compliance	6/5/2023	0.0	0	X					
Advanced Topics in a Single Audit: Schedule of Expenditures of Federal Awards	6/5/2023	1.0	0	X		X			
The New Yellow Book: Fieldwork Standards for Performance Audits: Reporting Standards for Performance Audits	6/5/2023	1.5	0	X					
Advanced Topics in a Single Audit: Reporting in a Uniform Guidance Compliance Audit	6/13/2023	1.0	0	X					
The New Yellow Book: Standards for Financial Audits	6/13/2023	1.0	0	X					
Reporting Requirements, Common Deficiencies in Single Audits	6/14/2023	1.0	0	X					
Plante Moran - Life Accounting and Financial Reporting 2023	6/23/2023	0	12.0			X			
Advanced Topics in a Single Audit: Compliance Auditing	6/27/2023	0.5	0	X					
Applying Uniform Guidance: Program-specific Audits: Requirements, Cost Principles	6/27/2023	1.0	0	X					
Assurance Partner Manager Workshop Quality Management and Independence Training - 2023	6/27/2023	0	2.5	X			X		X
The New Yellow Book: Standards for Attestation Engagements and Reviews of Financial Statements	6/27/2023	1.0	0	X					
Behavioral - TAP Role 5: Principal Orientation - Principal to Partner	6/28/2023	0	2.5				X		
Governmental - Annual Industry Training - Part 2 - 2023	6/28/2023	4.5	0	X	X	X		X	X

## Training resources and support

Our training programs emphasize our value-added approach to providing financial statement audits and consulting services. In addition to the training requirements of our profession, our staff undergo extensive training specific to our governmental clients, with a focus on government financial and accounting updates, relevant tax issues, specific audit training (including audits of federal programs performed under Uniform Guidance), continuous process improvement and total quality management, information system issues, and other operational matters.

### Representative governmental training courses for our staff

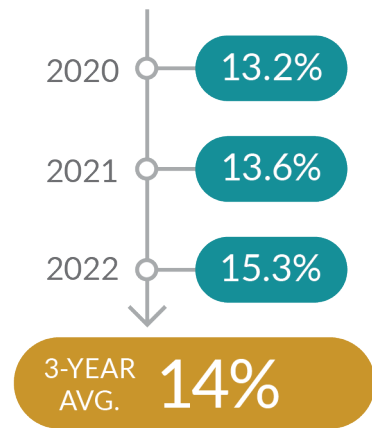
CPE PROGRAM NAME	DESCRIPTION	CPE CREDIT HOURS
Annual governmental update training	Offered to all staff, managers, and partners. This course discusses the upcoming GASB statements and other issues facing our governmental clients.	8
Governmental bootcamp	Required for all staff with three or fewer years of experience and offered to all other staff. This session provides an overview of unique considerations when auditing governmental entities.	4
Single audit reviewer training	For partners and managers. This session provides a more in-depth look at current changes to the single audit environment and helps attendees understand appropriate approaches to auditing the federal dollars being received.	4
Single audit bootcamp	Required for all staff with three or fewer years of experience and offered to all other staff. This session provides an overview of how to conduct a single audit from start to finish, which includes major program selection and compliance testing.	4
GASB 87 Webinar	Offered to staff and clients. This webinar explores the complexities of the new standard, including what qualifies as a lease and the new reporting requirements, and discusses key steps required for successful implementation.	1
GASBs 94 and 96 Webinar	Offered to staff and clients. This webinar explores the complexities of the new standards, including lessons learned from GASB 87, Public-Private and Public-Public Partnerships and Availability Arrangements, what qualifies as a SBITA, new reporting requirements, and discusses key steps required for successful implementations of these standards.	1

## Assuring staff quality

We guarantee your engagement will always be staffed by individuals who have current, relevant experience. The breadth and depth of our government-trained audit staff allows us to seamlessly provide quality staff to the City should a replacement be necessary. Our industry-focused firm model also means **our government specialists have worked together as an integrated team for most of their respective careers.** This not only demonstrates the team’s collective governmental audit expertise and quality, but also staff continuity. We have natural succession plans within the team structure as each individual gains experience. For example, a staff may develop into the senior role on the engagement, and the senior may take over as the manager. Due to the depth and experience of our bench of governmental practice staff, we are able to leverage and design a team structure that is best suited to the City.

## Staff continuity

**Our priority is for the professionals on your engagement to return year after year, especially when it comes to senior leadership.** Last year, our turnover rate among partners was only 5.2%, and our turnover rate among senior managers was only 10.2%. At an average of 14% over the past three fiscal years, our overall staff turnover rate has remained relatively low compared to that of the nation's largest firms. (Per [Inside Public Accounting’s 2022 annual report](#), staff turnover averaged 18.7% among the top 100 accounting firms, excluding the Big 4.)



The above turnover rates are for the last three fiscal years ended June 30.

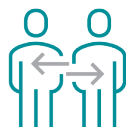
We’re actively making investments to strengthen staff retention and limit turnover, especially as it relates to recent disruption felt within the accounting industry. We believe that our staff choose to stay with Plante Moran because of our established organizational culture that promotes teamwork, success, and close client relationships.

## WHY OUR STAFF CHOOSE TO STAY WITH PLANTE MORAN



### Team partner system

A team partner takes a high degree of interest in their team members' career and progression, including evaluating, coaching, and planning.



### Buddy system

The firm’s Buddy program pairs each new staff member with an experienced professional who supports their acclimation to the firm.



### WorkFlex Committee

Our WorkFlex Committee promotes work-life balance for all staff by designing firm programs and activities and sharing resources on our firm’s intranet and social platform.



### Diversity, Equity, and Inclusion (DEI) Council

Our [DEI Council](#), founded in 2003, is focused on the recruitment, retention, development, and promotion of diverse staff, along with creating an equitable workplace environment that welcomes and celebrates differences.



### Re-recruiting initiative

By applying the same principles of external recruiting to current employees, we can ensure our staff are happy and engaged with their work by offering new opportunities within different practice areas throughout the firm.



### Award-winning culture

Fortune magazine has recognized Plante Moran as one of the “100 Best Companies to Work For” every year since 1998. We were also named one of the Best and Brightest Companies to Work For in the Nation® in 2020, 2021, 2022, and 2023. View a complete listing of our awards [on our website](#).

**The proposer should identify the extent to which staff to be assigned to the audit reflect the City's commitment to Affirmative Action.**

## Equal employment opportunity commitment

---

We are committed to a workplace that provides equal opportunity. To provide equal employment and advancement opportunities to all individuals, employment decisions at Plante Moran are based on merit, qualifications, and abilities. Plante Moran does not discriminate in employment opportunities or practices on the basis of race, color, religion, gender, national origin, age, disability, gender identity, sexual orientation, or any other characteristic protected by law.

We also commit to making accommodations for qualified individuals with known disabilities who ask for such accommodations. This policy governs all aspects of employment, including selection, job assignment, compensation, discipline, termination, and access to benefits and training.

Plante Moran empowers all staff members to bring questions or concerns about any type of discrimination or retaliation in the workplace to their immediate supervisor, human resource generalist, or any other senior staff person. Staff members can raise concerns and make reports without fear of reprisal. Any staff member found to be engaging in any type of unlawful discrimination or retaliatory conduct is subject to disciplinary action, up to and including termination of employment.

Engagement partners, managers, other supervisory staff and specialists may be changed if those personnel leave the firm, are promoted or are assigned to another office. These personnel may also be changed for other reasons with the express prior written permission of the City. However, in either case, the City retains the right to approve or reject replacements.

Consultants and firm specialists mentioned in response to this request for proposal can only be changed with the express prior written permission of the City, which retains the right to approve or reject replacements.

Other audit personnel may be changed at the discretion of the proposer provided that replacements have substantially the same or better qualifications or experience.

## Should a team member transition be necessary

---

We collaborate across the firm, industry groups, and service lines to deliver the best resources for your specific needs and we are never limited or influenced by geographic or service-based profit centers. Any “redesigns” are discussed with the City in advance of any transition. If there are any unforeseen staff departures, we will notify the City as soon as possible and onboard another qualified industry player to your service team, **subject to the City’s advanced consideration and approval**. We’ll set up an introductory meeting with your key staff and revisit plans for the engagement. Four things we consider in assuring staff continuity and quality:

- The City’s needs, preferences, and timeline requirements.
- Team members’ specific client experience that complements the City’s needs and accounting and reporting environment.
- Leverage, growth, and development of the team.
- Balance of continuity and fresh perspectives in our succession plans. Our turnover rate is well below the industry average, which allows us to develop and maintain a long-term relationship with the City well beyond the tenure of the current individuals involved in that relationship.



## 06. Prior Engagements with the City

List separately all engagements within the last five years, ranked on the basis of total staff hours, for the City by type of engagement (i.e., management advisory services, other). Indicate the scope of work, date, engagement partners, total hours, the location of the firm's office from which the engagement was performed, and the name and telephone number of the principal client contact.

### Previous work performed for the City

City of Fort Collins	
Contact information	Blaine Dunn, Project Manager, Deputy Senior Treasury Analyst 970-221-6784   <a href="mailto:bdunn@fcgov.com">bdunn@fcgov.com</a>
	Travis Storin, CPA, Accounting Director 970-416-2367   <a href="mailto:tstorin@fcgov.com">tstorin@fcgov.com</a>
Total hours	120
Date/timeframe	2019 - 2022
Engagement partner and key staff	Mark Warner, Tracey Rau, Brian Pesis
PM office locations	Denver CO and Southfield, MI
Scope of Work	IT Consulting services – Payment Processor Selection.



**We will be delighted to have the City of Fort Collins as our valued client.** Be it via community engagement or be it via client service, Plante Moran has always invested time, resources, and expertise towards Fort Collins' growth. Together, we will walk on a collaborative journey, where our combined expertise and unwavering commitment will unlock boundless potential and propel City of Fort Collins to new heights. With our shared mission of having exceptional service for an exceptional community, we are confident that this partnership will yield remarkable achievements for you.

— Chris Otto

Office Managing Partner, Plante Moran Fort Collins Office

## 07. Similar Engagements with Other Government Entities

For the firm's office that will be assigned responsibility for the audit, list the most significant engagements (maximum - 5) performed in the last five years that are similar to the engagement described in this request for proposal. These engagements should be ranked on the basis of total staff hours. Indicate the scope of work, date, engagement partners, total hours, and the name and telephone number of the principal client contact.

### Similar engagements and references

Please feel free to contact any of these executives to hear about the Plante Moran experience and how well clients of a similar size and scope are served.

City of Greeley	
Contact information	Tammy Hitchens, Deputy Finance Director 970-350-9777   <a href="mailto:tammy.hitchens@greeleygov.com">tammy.hitchens@greeleygov.com</a>
Total hours	1,500
Date/timeframe	Client since 2022
Engagement partners and key staff	Tim St. Andrew, Marie Stiegel
Scope of work	The City of Greeley provides a full range of governmental services and operates a variety of enterprise systems including water, sewer, and stormwater. Our deliverables include our opinion on the City's ACFR and a single audit.

City of Longmont, CO	
Contact information	Ms. DeeAnn Hanson, Accounting Manager 303-651-8670   <a href="mailto:deeann.hanson@longmontcolorado.gov">deeann.hanson@longmontcolorado.gov</a>
Total hours	1,000
Date/timeframe	Client since 2019
Engagement partners and key staff	Tim St. Andrew, Bill Brickey, Lisa Meacham, Josh Yde, Marie Stiegel
Scope of work	The City of Longmont provides a full range of governmental services and operates a variety of enterprise systems including water, sewer, storm drainage, electric, and broadband. Our deliverables include our opinion on the City's ACFR, a single audit, and SCFD procedures. The City understands the need for timely and accurate financial reporting, and we have always met the agreed-upon deadlines.

City of Loveland, CO	
Contact information	Ms. Joyce Robinson, Acting Chief Financial Officer 970-962-2313   <a href="mailto:joyce.robinson@cityofloveland.org">joyce.robinson@cityofloveland.org</a>
Total hours	1,000
Date/timeframe	Client since 2020

---

<b>Engagement partners and key staff</b>	Tim St. Andrew, Bill Brickey, Josh Yde, Marie Stiegel
<b>Scope of work</b>	The City of Loveland provides a full range of governmental services and operates a variety of enterprise systems including water, sewer, storm drainage, electric, and broadband. Our deliverables include our opinion on the City's ACFR and a single audit.

---

### Northern Colorado Water Conservancy District

---

<b>Contact information</b>	Brad Wind, General Manager 970-622-2320   <a href="mailto:bwind@northernwater.org">bwind@northernwater.org</a>
<b>Total hours</b>	500
<b>Date/timeframe</b>	Client since 2019
<b>Engagement partners and key staff</b>	Alisha Watkins, Nicolette Acho
<b>Scope of work</b>	Our deliverables include the financial statement audit of both Northern Water and the Municipal Subdistrict.

---

### Town of Parker

---

<b>Contact information</b>	Rhonda Willey, Controller 303-805-3227   <a href="mailto:rwilley@parkeronline.org">rwilley@parkeronline.org</a>
<b>Total hours</b>	200
<b>Date/timeframe</b>	Client since 2021
<b>Engagement partners and key staff</b>	Tim St. Andrew, Bill Brickey, Lisa Meacham, Josh Yde, Marie Stiegel
<b>Scope of work</b>	The Town of Parker provides a variety of governmental services and operates a stormwater enterprise system. Our deliverables include our opinion on the City's ACFR museum, and Science and Cultural Facilities District.

---

## 08. Specific Audit Approach

The proposal should set forth a work plan, including an explanation of the audit methodology to be followed, to perform the services required in Section II of this request for proposal. In developing the work plan, reference should be made to such sources of information as City's budget and related materials, organizational charts, manuals and programs, and financial and other management information systems.

Proposers will be required to provide the following information on their audit approach:

- a. Proposed segmentation of the engagement
- b. Level of staff and number of hours to be assigned to each proposed segment of the engagement
- c. Sample size and the extent to which statistical sampling is to be used in the engagement
- d. Extent of use of EDP software in the engagement
- e. Type and extent of analytical procedures to be used in the engagement
- f. Approach to be taken to gain and document an understanding of the City's internal control structure
- g. Approach to be taken in determining laws and regulations that will be subject to audit test work
- h. Approach to be taken in drawing audit samples for purposes of tests of compliance

# Audit approach

Our audit approach delivers an efficient and effective audit by balancing risk, value, and cost. We will provide frequent and clear communication, early identification of key accounting and auditing risk areas, senior-level involvement, and value-added commentary in our reports to management. More than that, we view our audit engagement with you as an opportunity to make a tangible difference in your organization’s future.

## The three hallmarks of a Plante Moran audit



- Tailored to your unique needs
- Addresses your critical areas of risk and vulnerability
- Goes beyond mandatory procedures
- Includes suggestions for improving accounting procedures and internal controls
- Includes advice to improve your financial statement’s effectiveness



- Planning meetings
- Weekly audit status meetings
- Additional ad hoc meetings
- Proactive email notifications
- Phone calls
- Visits (in person or virtual, as needed) during the off-audit period



- Seamless addition of other service and consulting experts when needed to accomplish your goals and objectives
- Access to experts in cybersecurity, employee benefit plan design, enterprise resource planning, IT consulting, and enterprise risk services

*See page 87 in the appendix for our additional service capabilities.*

## A seamless transition

The task of changing auditors will not be a burden on your internal resources and staff. We have developed a detailed and proven process that ensures a seamless transition through effective communication with the City’s management and prior auditor. Our process also emphasizes upfront planning and an understanding of your unique needs. **In our most recent independent client satisfaction survey, 97% of respondents indicated that we are proactive to client needs.**



## Segmentation of the engagement

Our goal is to provide a smooth and efficient audit process, from engagement letter through statement delivery and beyond. We co-develop every element of our approach with you, tailoring each phase and process to your specific needs, from deadlines, to testing areas, to fieldwork, to frequency and forms of communication.

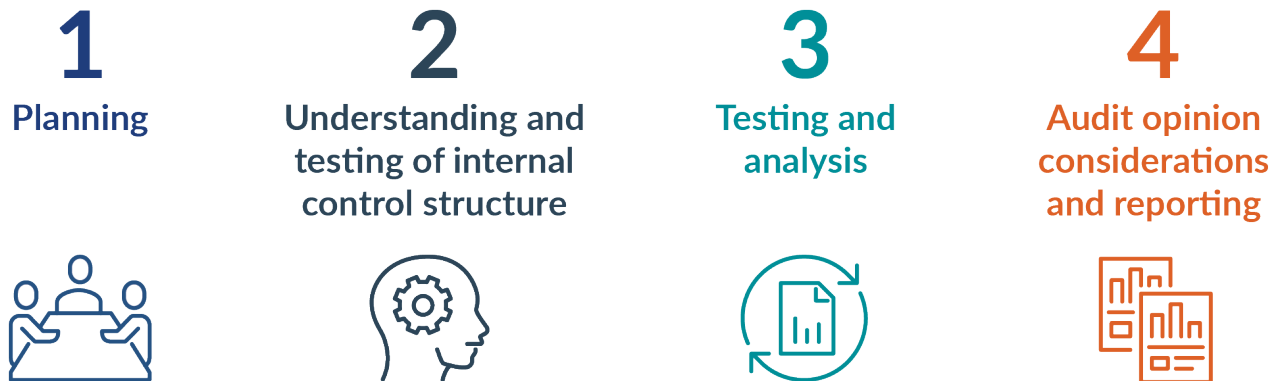
Our expertise with governmental clients tells us that the areas of significant risk include receivables and related revenue sources, outstanding debt issuances, grant revenue and spending, federal and state regulatory compliance, and financial statement presentation, including implementation and adoption of new and upcoming accounting pronouncements.

Our customized audit plans and programs are designed to address these risks and issues as part of our process — that is the key difference between us and other firms.

### Benefits the City will receive from our team

- Frequent status updates
- Increased efficiencies due to more senior-level involvement
- No surprises due to year-round professional standards integration
- Tailored client assistance lists
- Advice on potential operational and internal control improvements
- Real-time status of the audit through our Client Collaboration Center

### Phases of our audit approach



## Levels of staff and hours segmentation

Below is how we envision the segmentation of hours for this engagement.

	PHASE 1 PLANNING	PHASE 2 INTERNAL CONTROL REVIEW	PHASE 3 TESTING AND ANALYSIS	PHASE 4 REPORTING AND DELIVERY
Partner	15	25	55	30
Manager	25	40	110	40
Supervisory staff	35	60	200	40
Staff and others	75	100	250	25
<b>Total</b>	<b>150</b>	<b>225</b>	<b>615</b>	<b>135</b>

### Manager and partner on-site participation

We prefer to work side by side with our clients and complete the audit. Our service delivery is designed to include significant partner and manager involvement. Your core team members such as Tim St. Andrew, Bill Brickey, Jamie Essenmacher, and Josh Yde will present during the audit whenever you need us. This brings our most knowledgeable and experienced team members on site to direct the audit and address and resolve any issues as they arise. We can perform our procedures remotely or in a hybrid approach. *Our virtual collaboration tools and detailed project planning enable us to deliver a high caliber of service either on site or remotely.*

### Professional standards integration

Plante Moran is unique because **our professional standards department is involved in the entire engagement, from consultation during planning, to fieldwork testing, to final signoff.** Marie Stiegel is a member of our standards team who specializes in government. She will review your financial statements and issues. **This continual involvement by our professional standards department helps ensure there are no surprises at year-end.**



**Our Client Collaboration Center houses a secure interactive audit management tool, readily accessible by both our team and yours. Our audit work plan, client assistance list, and sample requests are added as tasks, which are easily tracked and managed online.**

As your audit principal, my job is to ensure we execute our specially designed audit work plan and confirm client satisfaction throughout the process. When it comes to the planning phase, we focus on learning as much as possible about your needs and expectations. That is how we hit the ground running.”

**— Josh Yde, Audit Principal**



## Specific audit phases and procedures



### Phase 1 – Planning (the City’s involvement and internal team planning)

During our first year as your auditor, we’ll make an investment in getting to know you and your systems by budgeting (but not charging you) for increased partner and manager time. We anticipate spending approximately 50% more time on the first-year audit compared to subsequent years, but we will not charge you for this additional first-year time; we view this as an opportunity for us to make an upfront investment in our relationship.

Next comes our internal kick-off meeting. Our engagement team reviews the prior financial statement and familiarizes themselves with the key account balances and transaction cycles. We also read through prior AU 260 or AU 265 communications (end of audit letters) and discuss whether the City has any significant unique services. Once we gain a basic understanding of the City’s finances, a team of two to three staff (including the audit partner) visit the offices of the predecessor auditor to review audit workpapers and ask questions of the prior auditor as required by auditing standards.

#### The planning process entails the following:

AUDIT PROCEDURE	DETAILED STEPS
Client planning meeting	<p>After some initial internal planning to rollover files and revisit issues from the previous audit, we hold a planning meeting with the City’s staff to:</p> <ul style="list-style-type: none"> <li>• Determine time frames for beginning and completing the audit.</li> <li>• Establish communication protocols based on your preferences (e.g., weekly status meetings).</li> <li>• Identify primary audit contacts and any potential time conflicts they may have (vacations, heavy workload times, etc.).</li> <li>• Obtain a list of related parties (Council, management, and other key staff).</li> <li>• Request preliminary trial balance downloads so that we may code any new funds or accounts for our audit software.</li> <li>• Cover expectations of “prepared by client” workpapers.</li> <li>• Discuss any changes from the prior year in terms of operations, funds, accounting methods, software, etc.</li> <li>• Discuss if and how the City addressed prior-year management letter comments or internal control deficiencies.</li> <li>• Discuss any new laws or regulations, new compliance requirements, and/or new GASBs that need to be implemented.</li> <li>• Communicate expectations for the audit process.</li> <li>• Discuss the use of Plante Moran’s Client Collaboration Site and how this can help streamline document exchange between the City and the audit team.</li> </ul>

AUDIT PROCEDURE	DETAILED STEPS
-----------------	----------------

<b>Summarize pertinent documents</b>	<p>As part of the audit, we are required to identify any significant contracts and agreements that impact the audit in terms of either accounting or footnote disclosures. For instance, we will ask for all union contracts so that we can summarize all pertinent sections relating to the audit, such as the provisions for overtime, sick pay, vacation leave, etc.</p> <p>We will also review the following:</p> <ul style="list-style-type: none"><li>• Debt documents such as bond official statements</li><li>• Construction agreements for ongoing projects</li><li>• Intergovernmental agreements for shared services, etc.</li></ul>
--------------------------------------	---

<b>Excerpt Council minutes</b>	<p>Our team will review Council meeting minutes from several months prior to the start of the year continuing through to the current date to further identify any actions taken that could impact the audit.</p>
--------------------------------	--

<b>Consideration of component units and joint ventures</b>	<p>We will readdress the standing of component units and joint ventures. We use an internally designed decision matrix to document decisions to include or exclude potential component units and joint ventures.</p>
--	--

<b>Fraud risk considerations</b>	<p>We will perform the following procedures:</p> <ul style="list-style-type: none"><li>• Communicate to those charged with governance that we are planning for the upcoming audit. This step allows the Council to communicate with us if they have concerns about fraud risks or internal control deficiencies. This also gives the Council an opportunity to discuss concerns with us that could have a material impact on the financial statements. We always have at least one meeting with a member of the governing body and follow up with a letter to all members.</li><li>• Ask certain fraud-related questions of members of the management team.</li></ul>
----------------------------------	---

<b>Legal invoice review</b>	<p>We obtain a download of the invoices paid to all legal counsel and review them to gain an understanding of the types of cases or issues that are being handled. We then conclude as to which attorneys we should send confirmations.</p>
-----------------------------	---

**AUDIT PROCEDURE      DETAILED STEPS**

<p><b>Baseline analytical review</b></p>	<p>The audit team will perform baseline analytical procedures using the following:</p> <ul style="list-style-type: none"><li>• Information gained from the above steps (significant events during the year, changes in reporting, etc.)</li><li>• The preliminary trial balance download obtained at or before the client planning meeting</li><li>• The annual budget and prior-year amounts</li></ul> <p>We have developed a template that identifies “unusual” account balances based on specific criteria and expected relationships between accounts.</p> <p>For any accounts that are identified, we will follow up with management and determine if the situation results in a “significant audit risk.” In these cases, we flag the related transaction cycle and design a specific audit step (if none already exists) to test the item at the appropriate level.</p>
<p><b>Establish materiality thresholds</b></p>	<p>As a result of the above procedures and based on the reliability of the initial download, we will set planning materiality thresholds. Planning materiality is set at the financial statement opinion level. After materiality is computed, we determine values for “large item thresholds” and “individually significant items.”</p>
<p><b>Identification of outside service organizations</b></p>	<p>Based on discussions related to your accounting cycles, we will conclude whether the City is relying on any outside service organizations for processing of transactions that have a material impact on the financial statements. One example would be if the City is using a payroll processing company. If so, we attempt to obtain SOC reports performed by outside auditors that pertain to the period under audit or a significant portion of the period supplemented by a gap letter.</p>
<p><b>Use of a specialist</b></p>	<p>Based on discussions related to your accounting cycles and the involvement of any specialized calculations, we decide whether the audit team will be required to rely on work performed by specialists. Some examples would include actuarial calculations, landfill closure, or post-closure costs, etc. If these situations exist, we perform procedures to document the credentials of the specialist.</p>

**AUDIT PROCEDURE    DETAILED STEPS**

We will perform a review of the IT control environment and test certain operations in more detail in the following areas:

**General controls:**

- Authentication controls – network and financial applications, user access (terminations, changes, and reviews)
- Segregation of duties
- Administrative access
- Environmental controls
- Firewall log reviews
- Information security program
- Data interfaces
- Backup procedures

**Application controls:**

- Specific accounting applications
- Process for authorization and approval of transactions
- Ability to make changes to the software
- Access controls

These assessments will allow us to determine the extent to which we can use technology-based tools and specialized audit software in the performance of our work.

**Schedule your IT  
assessment**



## Phase 2 – Understanding and testing of internal control structure

---

Significant risk items and the related testing responses are important components of our audit approach. In assessing which risks are significant, we consider the following:

### FOUR TYPES OF RISK



#### Client risk

This is a significant risk or complexity particular to a specific client, such as unusual revenue arrangements, unstable political or economic environments, change in accounting systems (including IT environment, material weaknesses, and significant deficiencies in internal control), use of alternative investments (especially those not addressed by management), lack of personnel with appropriate accounting and financial reporting skills, and turnover of key financial staff.



#### Industry risk

These risks have been identified by our industry group leader and technical specialists and can change based on trends in governmental accounting. Revenue shortfalls and resulting constrained budgets, segregation of duties, concerns as staffing levels are decreased, new GASB implementation, new grant requirements, existence of restricted revenues, etc., could impact how we design our audit tests.



#### Inherent risk

Certain balances or account cycles are riskier by their very nature. Balances and transactions that are difficult to understand, involve large dollar amounts, or are subject to estimation may be inherently riskier. For example, cash is inherently riskier than fixed assets, since cash is more susceptible to misappropriation. In addition, accounts receivable balances that are subject to collectability concerns are riskier than prepaid account balances.



#### Engagement risk

Engagement risk increases with the size and complexity of the client. We consider significant transactions (in terms of size and/or volume) during the year, including items such as revenue, receivables, and payroll-related items.

As we brainstorm and analyze the above risk areas, we will identify any potential misstatements that could occur within each cycle.

## Fraud risk assessment

We focus our brainstorming discussions on identifying the following:

- External or internal pressures or points of stress affecting financial position
- Pressures or points of stress that could affect incentives or motivations in falsely reporting financial information
- Ways that financial information may be manipulated
- Level of integrity of management; including a culture that enables management to rationalize fraudulent behavior
- Situations that call for increased professional skepticism
- Ability to override controls
- Related-party transactions that may not be arm's-length

We identify the responses to the fraud risk questions posed to those charged with governance to determine if our typical audit procedures are sufficient to address these concerns or whether we need to design additional procedures.

We also incorporate one or more unpredictable audit procedures that correlate directly to an identified fraud risk. Our audit team considers what should be done to make sure there is some element of surprise by testing some balance or control that otherwise might not be tested each year.

## Specific testing approach

We've developed tailored audit programs to test significant transaction cycles. Using all of the information gathered thus far, we identify significant line items on the balance sheet and income statement (based on materiality and additional risks noted above), and we look to the transactional cycles that produce those balances. We will review each cycle and categorize each cycle according to the size, relevance of transactions flowing through the cycle, inherent risk, industry risk, fraud risk, and client risk. As a result, we categorize each key cycle as either a "Major Cycle" or a "Material but not Major Cycle."

As noted above, during the planning phase, we use baseline analytical procedures to help assess the risk associated with each audit segment through ratio and fluctuation analysis. This is done by comparing three years of trend history to current-year results. In certain low-risk areas (cycles that are not deemed "Major" or "Material"), we may conclude to rely on these "Baseline Analytics" for our substantive work. For these immaterial balances, we will develop further expectations for the current-year balance from other audit sections and through conversations with management, and then compare the actual results to this expectation. Any resulting difference that is not within an allowable range will be tested through substantive tests of transactions.

**FOR THE CITY, PRELIMINARILY, WE WOULD EXPECT THE FOLLOWING CYCLES TO BE DEEMED EITHER MAJOR OR MATERIAL:**

- Cash and treasury functions
- Investments and investment earnings and losses
- Receivables, deferred inflows, and unearned revenue
- Revenues (sales and use tax, property tax, other taxes, grants, charges for services)
- Capital assets
- Prepaid assets, deposits, and other assets
- Accounts payable and nonpayroll expenditures
- Employee compensation
- Accrued liabilities
- Debt obligations, leases, and guarantees
- Interfund transactions
- Fund balance/net position
- Pension and OPEB

**For each Major or Material cycle, we consider the internal control procedures that are in place in assessing the accounting and control procedures as being either “reliable,” “limited reliability,” or “unreliable.”**

We are able to assess the accounting and control procedures only after we obtain an understanding of the procedures (through the use of very detailed accounting procedures questionnaires and control procedures questionnaires, as well as flowcharts, executive summaries, and other narratives). These questionnaires include documentation of procedures both within the normal computerized accounting system, as well as manual systems by which the transactions are initiated, authorized, recorded, processed, corrected as necessary, transferred to the general ledger, and ultimately reported in the financial statements.

In other words, we review your key processes from “the cradle to the grave.”

## Walkthroughs

Once we have reviewed the accounting procedures questionnaire and control procedures questionnaires prepared by your staff, we will include tests of transactions for all significant transaction cycles. We refer to this testing as COIN (Confirmation, Observation, and Inspection). COIN procedures allow us to conclude whether the system is really operating as management has designed. Any exceptions to controls are noted and evaluated for impact on the audit. We will also point these discrepancies out to the City’s management. These procedures allow us to assess the accounting system and determine if we can place appropriate reliance on internal controls in order to streamline year-end testing procedures. These tests will have sample sizes large enough to allow us to understand the key controls and accounting procedures.

We further assess control risk by performing a procedures and control evaluation (PACE) for each Major and Material cycle. We analyze whether there are controls in place to both prevent and detect errors that could potentially occur. The PACE will bring to light situations where the internal control structure may not be properly designed or may not have specific best-practice controls in place.

If the City is missing a key control, we will flag that area as a significant risk item and design additional tests to address this risk. Our goal is to plan and conduct examinations that are focused on areas with a risk of material misstatement, taking into account the systems, policies, and procedures that will

mitigate that risk. The accounting procedures and internal controls assessment described above will be conducted by senior audit specialists. These assessments will supply additional support to our assessments of risk, prove the integrity of the information provided by these systems, and help determine the design of our tests of year-end balances.

### **Tests of controls**

Based on the results of the above internal control assessments, we may be able to rely on further tests of controls to test transaction cycles or account balances that do not always lend themselves to year-end substantive balance testing. Some of these cycles include payroll and payroll-related expenditures and certain revenue cycles. In this case, we will design and perform tests of controls on an expanded-sample basis. We will follow the AICPA Audit Sampling Guide to arrive at the proper number of transactions to test for control reliance.





## Phase 3 – Testing and analysis

Using the results of phases 1 and 2, we will revisit the concept of “what could go wrong” in terms of identifying potential financial statement misstatements. For each transaction cycle (not just Major or Material Account cycles), we assess inherent risk and accounting risk to determine our planned “rest-of-audit” procedures. We make a determination at this point on whether we will design our audit testing of each cycle around control testing or a test of transactions. If we do not use control testing, we assess control risk at maximum which then requires us to perform more robust “rest-of-audit” procedures, which typically consist of substantive test of account balances. For each procedure we perform, we assign a level of assurance, and we perform a combination of procedures on each account or cycle such that we achieve the desired overall assurance level. The result is to verify that the amounts in the financial statements are fairly stated in accordance with generally accepted auditing standards (GAAS).

### Sampling and substantive tests of transactions

In situations where we substantively test balance sheet and revenue and expense accounts, we do so by evaluating the accounting process through a sample of individual transactions. Sample sizes will be determined based on our firm’s internally developed statistical models which follow the guidance set forth by the AICPA. These models provide for different levels of assurance to be obtained based on multiple input factors such as population size, multiple strata, period of greatest risk, strength of the internal control environment, and size of individual transactions. Sample selection methodology will for the most part be based on a judgmental selection of items which are of particular interest.

Based on our existing limited knowledge of the City, we believe the following areas are the key testing areas based on 2022 activity in the governmentwide and fund-based statements:

AUDIT PROCEDURE	DETAILED STEPS
Cash and treasury functions	<ul style="list-style-type: none"> <li>• Key focus on existence</li> <li>• Written confirmations of key accounts from banking institutions</li> <li>• Reconciliation to trial balance – testing of key reconciling items including verifying deposits in transit are clearing soon after year end and testing of outstanding checks for validity</li> <li>• Recommendation related to stale checks</li> <li>• Testing of interbank transfers and wire transfer policy</li> <li>• Review for “held checks”</li> <li>• Computation of GASB 40 footnote disclosures related to insurance coverage</li> <li>• Review of restricted cash balances including validity of restriction and appropriate use of restricted cash</li> </ul>

AUDIT PROCEDURE	DETAILED STEPS
-----------------	----------------

<b>Investments and investment earnings and losses</b>	<ul style="list-style-type: none"><li>• Confirmation with investment custodian</li><li>• Obtain SOC audit report for service organization (custodian/trustee)</li><li>• Fair market value testing or price testing</li><li>• Alternative procedures for those investments without a readily determinable fair market value, including impairment</li><li>• Review of reconciliations</li><li>• Testing of allowability of investments with state statute and the City's investment policy</li><li>• GASB 40 footnote disclosures – interest rate risk, credit risk, foreign currency risk, concentration of credit risk</li></ul>
---	---

<b>Receivables, deferred inflows, and unearned revenue</b>	<ul style="list-style-type: none"><li>• Reconciliation to subledger</li><li>• Review of subledger for unusual items</li><li>• Subsequent receipt testing for larger receivables</li><li>• Testing of process for calculating reserve for uncollectible amounts (including historical review, lookback on prior estimates for reliability)</li><li>• Confirmation of certain receivables</li><li>• Review of grant expenditures and proper offsetting receivable for reimbursement-based grants</li><li>• Review for proper revenue recognition under GASB</li></ul>
--	---

<b>General revenues (sales and use tax, property tax, other taxes, misc.)</b>	<ul style="list-style-type: none"><li>• Potential for control testing related to taxes, including IT application controls over billing and processing</li><li>• Substantive procedures for sales tax would include:<ul style="list-style-type: none"><li>◆ Analytical procedures using historical data, population, sales data, and other factors</li><li>◆ Lookback on prior year methodology as compared to actual receipts</li></ul></li><li>• Substantive procedures for property tax would include:<ul style="list-style-type: none"><li>◆ Review supporting schedules of real and public utility tax base</li><li>◆ Analytical review of allowance including review of historical trends</li><li>◆ Comparison of tax assessment data to revenue recorded taking into consideration verified tax base, millage rates in effect, expected TIF captures, taxpayer refunds, etc.</li><li>◆ Analytical procedures based on property tax trends</li><li>◆ Review of “measurable and available” criteria for revenue recognition in proper period for fund-based statements</li></ul></li></ul>
---	--

AUDIT PROCEDURE	DETAILED STEPS
-----------------	----------------

<b>Charges for services (local and state)</b>	<ul style="list-style-type: none"><li>• Review of billing and collection systems and performance of tests of transactions using sampling</li><li>• Analytical procedures using audited inputs and predictive tests. Recompute expected revenues based off of billing units, approved rates, and other types of adjustments, etc.</li><li>• Perform analytical review</li><li>• Re-perform calculation of unbilled revenue</li><li>• Review analysis of reserve for uncollectible amounts</li><li>• Potential for tests of controls</li></ul>
---	--

<b>Grants</b>	<ul style="list-style-type: none"><li>• Confirmation with granting agency</li><li>• Coordination with single audit, if applicable</li><li>• Vouching of receipts of grant dollars</li><li>• Testing of corresponding disbursements for compliance and reporting</li><li>• Review of significant grants for revenue recognition, taking into consideration if grant is a reimbursement grant</li></ul>
---------------	---

<b>Capital assets</b>	<ul style="list-style-type: none"><li>• Obtain rollforward of balances and accumulated depreciation</li><li>• Review Council minutes for additions/deletions</li><li>• Vouch significant additions</li><li>• Trace proceeds for significant disposals for proper gain/loss treatment</li><li>• Review significant assets for potential impairment issues</li><li>• Ensure proper cutoff of expenditures</li><li>• Review ongoing construction contracts to ensure that retainages are included in construction-in-progress</li><li>• Analytically review depreciation expense and recalculate depreciation for a sample of items</li><li>• Review of repair and maintenance accounts for capitalizable items</li></ul>
-----------------------	--

<b>Prepaid assets, deposits and other assets</b>	<ul style="list-style-type: none"><li>• Review the City's schedule of deposits and vouch material items</li><li>• Review the City's schedule of prepaid expenditures and vouch material items ensuring proper amortization of expenditure to correct period</li><li>• Understand the nature of any other significant assets, including reviewing minutes for any intangible assets that may not have been recorded as an asset</li></ul>
--	--

AUDIT PROCEDURE	DETAILED STEPS
<b>Accounts payable, accrued liabilities, and nonpayroll expenditures</b>	<ul style="list-style-type: none"> <li>• Obtain detailed accounts payable subledger</li> <li>• Search for unrecorded liabilities, test for completeness by testing subsequent disbursements, documenting whether items are properly included or excluded from accounts payable</li> <li>• Test items on the accounts payable listing for propriety</li> <li>• Review open purchase orders</li> <li>• Vouch individually significant expenditures not tested elsewhere</li> <li>• Reperform clients computation of accrued payroll taking into account number of days in the pay cycle, payment date, clearing of checks in the payroll account subsequent to year end</li> <li>• Analytical procedures including comparing expenditures to prior year, budget, and expected balances</li> </ul>
<b>Employee compensation and expense</b>	<ul style="list-style-type: none"> <li>• Analytical procedures for payroll expense based on inputs such as number of FTEs, pay increases, etc.</li> <li>• Fringe benefit analysis using predictive tests based on known factors such as increases in healthcare and changes in number of employees</li> <li>• Obtain detail of employee compensated absence balances and test against caps in contracts. Perform sample testing of accumulation process for balances and cross-reference to payroll testing and use of paid days off</li> </ul>
<b>Debt obligations, leases, and guarantees</b>	<ul style="list-style-type: none"> <li>• Obtain the City's rollforward including new debt issued, payment made, and ending balances</li> <li>• Agree significant ending balances to amortization schedules</li> <li>• Vouch significant payments of both principal and interest</li> <li>• Confirm significant debt with paying agent or financial institution</li> <li>• Review debt for allowability under state statutes</li> <li>• Review for applicability of covenants and the City's compliance</li> <li>• Agree current portion and long-term portion to amortization schedules</li> <li>• Review for proper presentation in the financial statement footnotes in terms of general obligation debt, revenue bonds, and financial guarantees</li> <li>• Review for Council approval of any new debt issuances</li> <li>• Review for proper treatment of any bond refundings or defeasances</li> <li>• Review for proper recording of premiums, discounts, bond issuance costs</li> <li>• Recompute accrued interest payable based on next payment date, interest rate</li> <li>• Analytical review of interest expense</li> </ul>
<b>Interfund transactions</b>	<ul style="list-style-type: none"> <li>• Review balances outstanding between funds for allowability – ensure that restricted funds are not being borrowed by other funds</li> <li>• Review classification – any long-term borrowings should be reflected as advances with proper interest charged</li> <li>• Review for borrowing fund's ability to repay within one year; if not, report in lending fund as nonspendable</li> <li>• Review transfers between funds for propriety and proper classification as transfer, residual equity transfer, reimbursement, charge for service</li> </ul>

AUDIT PROCEDURE	DETAILED STEPS
<b>Fund balance/net position</b>	<ul style="list-style-type: none"> <li>• Test carryforward balances – ensure no transactions were posted directly to fund balance accounts</li> <li>• Verify appropriate classification based on restricted asset balances and other known restrictions</li> <li>• Recalculate computation of net investment in capital assets</li> <li>• Review for GASB 54 presentation</li> <li>• Ensure that footnotes properly explain restricted, committed, assigned balances</li> </ul>
<b>Pension and OPEB</b>	<ul style="list-style-type: none"> <li>• Review footnote disclosures for adequacy</li> <li>• Ensure pension and OPEB expenses are reflected properly by reviewing calculation and allocation base</li> <li>• Recalculate pension and OPEB expense taking rates and applying to payroll balances</li> <li>• Review the assumptions used in actuarial valuations</li> </ul>

### Journal entry testing

In addition to the above procedures, we also perform procedures related to journal entries. We review to ensure that:

- No journal entries were made outside of the normal accounting system.
- Journal entries are initiated and approved by authorized staff.
- Journal entries have appropriate support.

We identify “suspect” journal entries and follow up on them. Suspect entries could include entries made to seldom-used accounts, entries posted on the weekend, missing entries, etc.

### Testing of laws and regulations

During the planning phase, we will discuss laws and regulations that the City is subject to with management. As a new client, we will also be reading your charter and excerpting key ordinances. Our excerpting of pertinent documents, such as debt agreements and other contracts during the planning phase, could also identify legal provisions to which the City is subject. We will schedule a discussion with your legal counsel to discuss any special laws that may apply.

We will design audit procedures to provide reasonable assurance that the financial statements are free of material misstatement resulting from any violations of laws or regulations that have a direct and material impact on the financial statements.

## Phase 4 – Audit opinion considerations and reporting



At this point in the audit, we perform the following steps to complete the audit:



### Revisit our audit plan

to ensure we have performed the appropriate amount of testing on each balance or transaction cycle in order to allow us to opine on the financial statements



### Review the level of assurance obtained for each cycle



### Revisit materiality

to ensure that no adjustments are required as a result of significant adjusting journal entries



### Ensure all attorney confirmations have been obtained



### Request a representations letter

from the City's management



### Craft a management letter

from our listing of issues identified



### Complete a thorough financial statement disclosure checklist



### Review the "passed journal entry" listing

to ensure cumulative potential adjustments are not material to the financial statement opinion units



### Ensure that all audit team review notes are cleared

and all open items are resolved



### Perform a review of subsequent events

to ensure proper reporting of any transactions impacting the statement, including footnote disclosure



### Perform final analytical procedures

to ensure we understand the relationship between the final numbers in the financial statements and are comfortable that we have addressed any unusual items

## Extensive review process

A rigorous review is performed on all workpapers and financial statements by members of the audit team (senior, manager, and partner) and an additional review is performed by members of Plante Moran's professional standards team who specialize in the governmental industry. Marie Stiegel is a member of the professional standards team and will perform the quality control review to ensure the proper support is provided. This includes review stage analytical procedures. **This process has helped many of our clients receive the Certificate of Achievement for Excellence in Financial Reporting from the GFOA.**

Professional technical specialists are responsible for reviewing the audit team's conclusions in key areas as well as reviewing any adjustments proposed to the client's accounting records, adjustments not made due to immateriality, and identification and communication of material weaknesses or significant deficiencies. In addition, audit teams prepare detailed "significant items" documents that set forth the background, relevant accounting guidance, and ultimate conclusion related to any unusual or complex accounting matters of the audit.

Our audit teams are also required to schedule professional standards consultations before the start of any audit if certain conditions exist, such as the implementation of complex new GASB statements, existence of alternative investments, identification of prior-period adjustments, etc.

## All workpaper and financial statement reviews will be performed in the field, including the manager and partner reviews.

At the end of fieldwork, we will communicate results with management in a draft format. Our intention is that all wording and presentation issues will be resolved before this meeting.

We will formally communicate our findings to management, including:

- Auditor's responsibility under generally accepted auditing standards (GAAS) and *Government Auditing Standards*
- Significant accounting policies
- Management's judgment and estimates
- Audit adjustments, if any
- Control deficiencies, significant deficiencies in controls, and material weaknesses in controls, if any

## Feedback for us

We measure and monitor our progress in meeting your needs and expectations in two ways. First, ongoing, consistent communication between you and the engagement team is designed to constantly validate our strong service delivery. Your engagement and colleague partners will have constant involvement and contact throughout all phases of the audit. Second, our firm provides our clients with the opportunity to discuss the quality of service with our managing partner and through our annual client satisfaction survey. We encourage and seek candid feedback directly and through our independent and confidential forums. We will also meet with the audit committee to review the results of the audit and the financial statements.

## In addition:

- We do not cut corners on our audit process, but re-evaluate our plan each year, which requires multiple internal meetings to brainstorm and reassess risks.

- Our workpapers contain “executive memos” for all audit areas we deem to be of highest significance. These memos fully outline how you operate and what the standards are for proper accounting.
- Our robust governmental professional standards department, along with our governmental colleagues, are resources we use regularly to ensure the guidance we provide is of highest quality. As an example, we use consultation workflows for more complicated issues that are reviewed by the head of our governmental standards department as an example of our goal to “get it right.”



## Single audit: OMB Uniform Guidance testing approach

Plante Moran is a recognized leader in the federal and state single audit arena. We are the second-largest single audit provider in the nation. Our staff are trained in and have significant experience performing federal audits in accordance with OMB Uniform Guidance. This expertise means the City will have ready access to knowledgeable staff who can provide quick answers and perform procedures whenever needed. Plante Moran maintains many contacts at the federal level to assist our clients in resolving issues as they arise. We have been active in both the establishment of standards and training related to single audits.

Our audit methodology focuses on testing organizational compliance with OMB Uniform Guidance, ensuring all objectives required in a federal program audit, along with those required by any individual granting agency, are examined and assessed based on risk. Our general audit approach is outlined below:

### Planning



#### Develop audit objectives

Develop audit objectives for each compliance requirement of the City based on types of program funding received using a combination of the grant agreement, the Code of Federal Regulations, and published compliance supplements and matrices.



#### Understand the organization and program details

Understand the City's programs, systems, and processes through use of a client questionnaire completed by the City's staff.



#### Assess risk

Perform risk assessment based on our experience with the programs, prior-year findings, and our understanding of the controls over the process, and through discussions with the City's management.



#### Assess compliance control environment

Review of environmental factors to identify overall effectiveness as it relates to federal programs.



#### Identification of major programs

Major programs are identified in accordance with the federal rules to determine the number of major programs to test to meet single audit requirements.



### Assess inherent risk

Assess the risk that errors could occur at the program level. Several factors are looked at in determining inherent risk, including, but not limited to, findings from other agency audits, the City’s experience with the grant, prior findings, and guidance from the granting agency.



### Determine the nature, timing, and extent of audit procedures to be performed

Based on all planning procedures performed, audit procedures are designed and audit programs are prepared. We will coordinate timing of audit procedures with the City’s staff. Our testing is designed to gather sufficient appropriate audit evidence whether the City has complied with laws, regulations, and the provisions of contracts or grant agreements that could have a direct and material effect on each major program.

Our Plante Moran team of single audit specialists has developed a comprehensive library of proprietary audit programs to test major programs. Due to our specialized team and their knowledge of OMB Uniform Guidance, our questionnaires, programs, and approach are continually being updated as new federal funding sources are identified. Our team analyzes the grant agreements, compliance supplements and matrices, and applicable sections of CFR to complete the audit programs.

## Sample sizes

Sample size selection is a critical component of the testing of federal programs. Plante Moran tests both internal control over compliance as well as compliance requirements that have a direct and material effect on each major program. We use the AICPA Audit Guide, *Government Auditing Standards*, and OMB Uniform Guidance to design an audit approach that includes audit sampling to achieve both objectives.

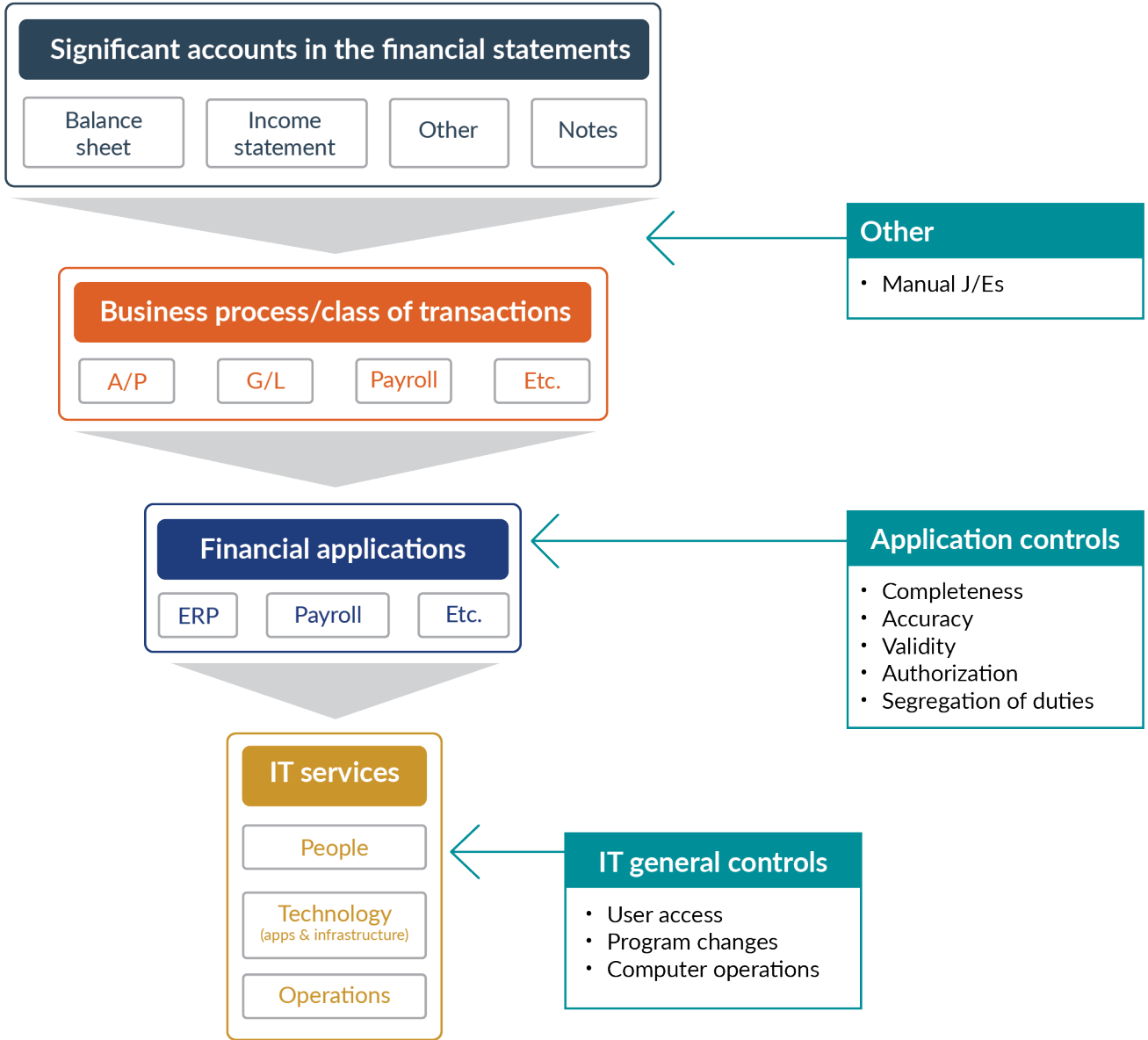
The identification of individually important items is not required by OMB Uniform Guidance; however, there may be benefits to such testing if they exist in a particular population. When planning compliance testing for each major program, we will use our qualified judgment to determine which items, if any, represent individually important items that may be separated from the remaining population and tested individually.

## Detailed testing

Since each grant requires customization based on specific grant agreements and additional requirements specified by the applicable U.S. agencies, our detailed testing plan will be finalized to include all related key controls and key compliance areas.

# Testing your systems

The City is large, and as such, has a complex IT system. Testing of this system is an important part of the financial statement audit. The chart below describes the relationship between IT, financial applications, business processes and transactions, and significant financial statement accounts. The IT testing includes IT general controls testing and application controls testing. The approach and methodology for this testing are described in detail in the following pages.



## Our use of technology

Technology is a tool. Our people make it your advantage.

As you evaluate potential firms to partner with, the technology used by those firms is a factor you should consider. After all, technology-powered insights are essential to helping you understand the past, present, and future of your business. But the best insights aren't uncovered by technology alone. It's the experienced professionals who use it — analysts, data scientists, and audit and tax experts — who can deliver the true advantage.



As our client, the City will receive both: industry-leading audit and tax technologies, plus the right people to help you understand your business in ways you never could before. We'll make your financial trends more obvious and verify your risk is recognizable and healthy — all in a secure digital environment. Here's how:



### Automation

We use advanced audit technologies (incorporating machine learning and intelligent automation) combined with our proprietary audit methodology. Our approach **reduces repetitive processes, identifies anomalies in your data, flags areas for further review, and scans your documents in ways human eyes can't**. Our tax technologies automate preparation, review, processing, delivery, and authorization of tax returns.



### Collaboration

Our award-winning Client Collaboration Center is a HIPAA-compliant, full-service portal to **communicate and securely exchange data in a centralized location**. As a repository for project information, it allows us to collaborate with you remotely and provide transparency into engagement progress 24/7.



### Security

Our cybersecurity policies and controls protect your data both in transit and at rest. At no point is your data ever unencrypted. **Our most recent third-party audit of our security controls resulted in an unqualified SOC 2 Type I report, meaning we do not have any gaps in our security controls**. We request all our audit software vendors provide a SOC 2 report as well. These efforts are in addition to regular security trainings and phishing tests, and the use of AI to detect malicious or unauthorized activities on our network.

## Strategic relationships and resources

Our culture of ongoing innovation drives better results for our clients. That's why we've partnered with these leading technology providers to enhance your experience — and your outcomes:

MindBridge	Kira	Microsoft (PowerBI, SQL)	Bloomberg
Safesend	Wolters Kluwer	CaseWare IDEA	UiPath
Dataspinner	Alteryx	Tableau	Thomson Reuters

## Our technology tools in action

We've been recognized by **InformationWeek, CIO Magazine, and Microsoft** for our ability to design and deploy cutting-edge technology to empower our staff and serve our clients. However, we also know that further change is just around the corner. With Plante Moran, you'll have peace of mind that we're continually researching how AI, robotic process automation, blockchain, and other emerging technologies will continue to impact our work, and how we can use them to increase efficiency and provide deeper insights for our clients.

Today, we're using the following technology to perform sophisticated, insightful audit and tax engagements.



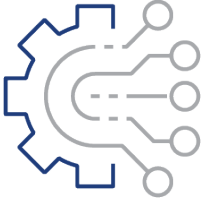
### AI-driven insights

- **MindBridge Ai Auditor** – Powered by machine learning, this advanced data analytics tool:
  - ◆ Analyzes data sets by simultaneously applying multiple rules-based statistical and AI algorithms to uncover anomalies.
  - ◆ Analyzes and visualizes historical trends to uncover patterns.
  - ◆ Translates your financial data into a fuller picture of what has happened over the periods analyzed.

This functionality results in improved risk identification and visualization, which contributes to a high-quality, tailored audit.

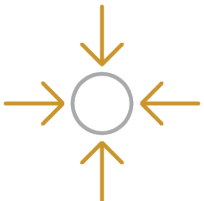
Plante Moran received the **Innovator Award** at the [2021 MindBridge Community Awards](#) for our advanced use of the platform.

- **Kira** – This AI-powered contract review software makes it easy to get a quick picture of contract terms. It does this by using natural language processing to “learn” about a type of contract (lease agreement, debt agreement, software agreement, etc.), and then extract the key information during future reviews of similar contracts. Kira will identify issues in contract reviews earlier in the process, reduce the time needed to complete contract reviews, and increase accuracy.
- **UiPath Robotic Process Automation (RPA)** – We're exploring how UiPath RPA bots can reduce manual or repetitive process steps during our engagements, which provides consistency, reduces the risk of human error, and frees up our time to serve you at a more meaningful, strategic level as your advisor.
- **Tax services + AI** – Our tax teams are adopting AI tools to identify and auto-populate data from client-provided source documents, eliminating manual input. These updates will allow our staff to turn their focus to data analysis, where we can provide the most value.



## Increased efficiency

- **Alteryx** – This tool combines data preparation, blending, and analytics (predictive, statistical, and spatial) into one simple, self-service user interface. This tool provides deeper insights in hours, not the weeks typical of traditional approaches.
- **CaseWare audit software** – We use CaseWare to access supporting documentation during an audit (using the software’s drill-down functionality) and then efficiently organize the data. The ability to synchronize information with our servers allows the team to view and update documents in real-time and work in the most efficient manner. Furthermore, we use CaseWare’s IDEA tool for data analysis during our audits. This tool helps our teams identify and select samples for clerical audit testing, identify and report exceptions and unusual items, perform mechanical tests such as footing and recalculating of fields and values, conduct journal entry testing, and perform trend, variance, or other statistical analysis.
- **Enhanced audit methodology** – Rather than subscribe to an audit methodology created by a third party, we’ve designed our own proprietary audit platform that features audit process automation, better risk identification and meaningful responses, faster response time to changing technology and audit standards, an improved user interface for client-facing tools, and best practices for quality and efficiency. Our audit tools are always customized to our clients’ industries, which enables us to continue providing the industry-focused audit methodology we’re known for.

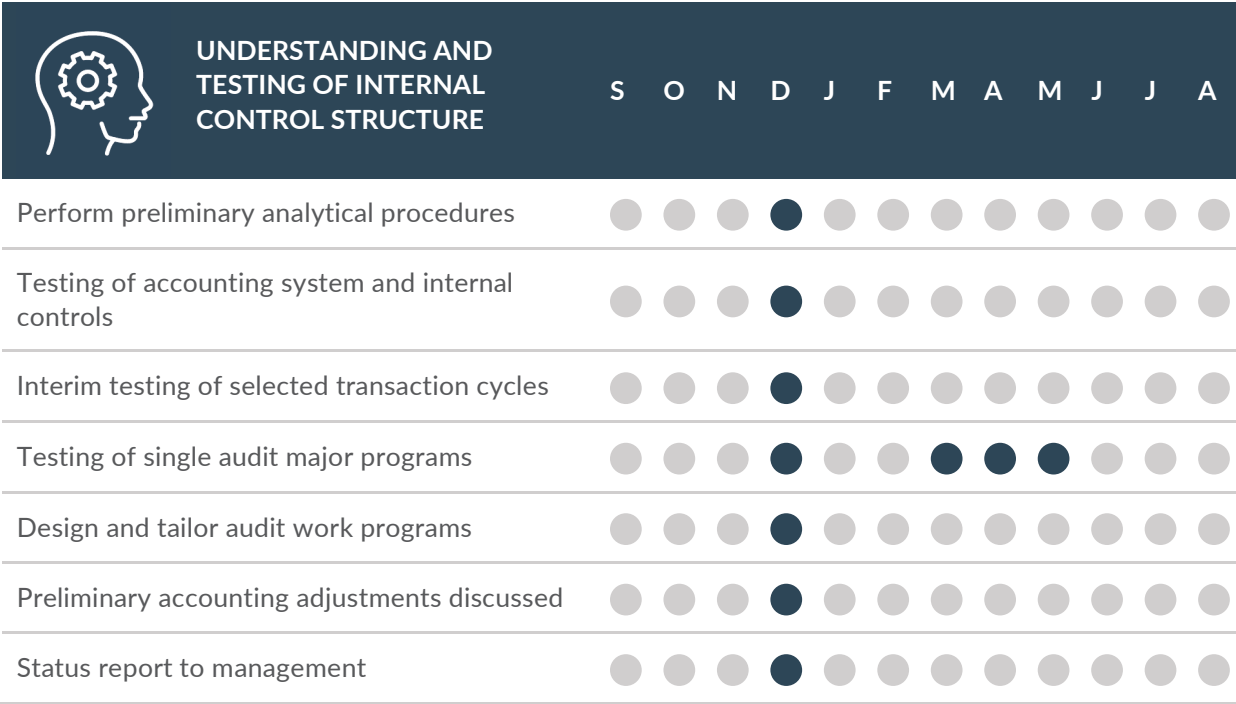
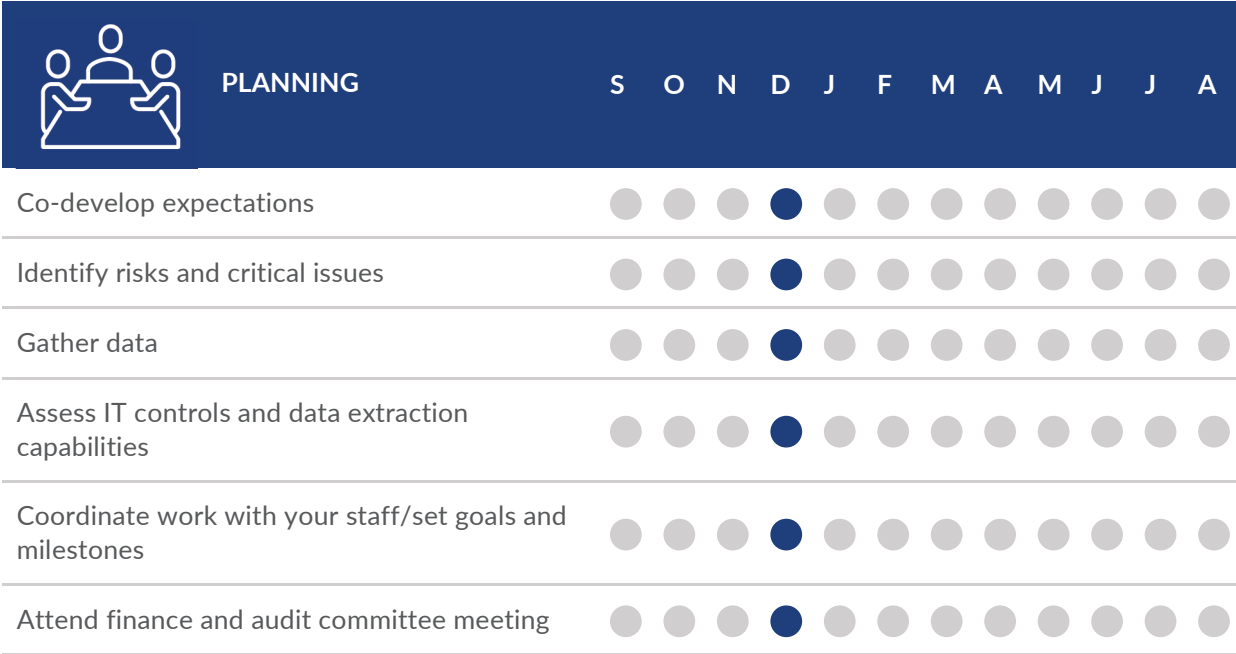


## Enhanced collaboration

- **Client Collaboration Center** - Our Client Collaboration Center portal allows us to communicate and exchange information with you in a centralized and secure location. The Client Collaboration Center acts as a data repository and provides a mechanism for sharing data, allowing us to perform our engagements remotely. It features an app called EZ Track that provides our clients with a prioritized list of document requests. You can drag and drop files to submit to our team, assign tasks, set timelines, review schedules prepared by others, and track your progress from an easy-to-read dashboard. We also have the following capabilities:
  - ◆ Ability to link your accounting information to our software.
  - ◆ Testing transactions and balances through our data extraction software, utilizing your electronic records for testing purposes.
  - ◆ Use of Plante Moran software and hardware at your location, allowing direct download of your general ledger and real-time completion and review of financial statements.

# Audit timeline

Below are the key deadlines we commit to meeting, as well as details on how we will execute.





**TESTING AND ANALYSIS**

S O N D J F M A M J J A

Financial statement balance testing completed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Workpaper reviews conducted in the field	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Final adjustments completed, if any	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Financial statement drafts reviewed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



**AUDIT OPINION CONSIDERATIONS AND REPORTING**

S O N D J F M A M J J A

Communicate results with management verbally and in draft format	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deliver financial statements and management letters, if applicable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Assess performance against expectations via client satisfaction survey	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deliver audit results to finance and audit committee	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>



## 09. Identification of Anticipated Potential Audit Problems

The proposal should identify and describe any anticipated potential audit problems, the firm's approach to resolving these problems and any special assistance that will be requested from the City.

### Anticipated potential audit concerns

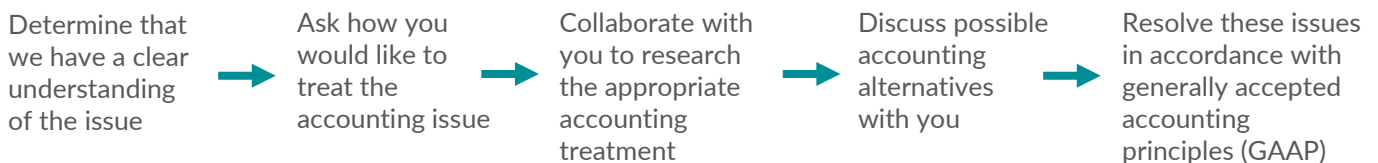
Over the next three years, we are aware of several new accounting pronouncements that will become effective, one of which is expected to have a significant impact on the City's financial reporting, as listed below. We anticipate that preparation for and implementation of these new accounting standards will result in multiple significant risk items in each year included in the term of this request for proposal. We will work with the City of Fort Collins well in advance to ensure that a plan for information gathering and financial reporting is established and communicated to all impacted parties, in order to ensure that the City's timeline for completion of each audit is not compromised. Federal and State assistance in response to the impact of the COVID-19 pandemic will also be an area of focus for the City in the coming year.

CITY CONCERN	DESCRIPTION
GASB Statement No. 94	Effective December 31, 2023, this GASB relates to Public-Private and Public-Public Partnerships and Availability Arrangements and how they are currently reported
GASB Statement No. 96	Effective December 31, 2023, this GASB relates to Subscription-Based Information Technology Arrangements and how they are currently reported

All new GASB implementations will be done from one proven, cohesive team. Working together, our team can support the City's plans for continued growth and value creation for today and for your long-term future.

### Approach to discussing findings and potential issues

If differences of opinion on technical matters occur between the City and the firm during the engagement, your engagement partner, Tim St. Andrew, and a member of our technical standards team will work through the following process with you:



Our goal is to alert you to potential accounting issues well in advance of the audit time and collaborate with you to resolve them. We are proactive in maintaining contact with our clients throughout the year. We meet with you outside the engagement time to discuss new developments, concerns, and possible issues. We also ask for copies of your internal financial statements and monthly board meeting minutes (if applicable) to stay updated on your operations.

## 10. Report Format

The proposal should include sample formats for required reports.

### Auditor's Report on the Annual Comprehensive Financial Report

#### **Independent Auditor's Report**

To the Honorable Mayor and Members of the  
City Council and City Manager  
City of Fort Collins, Colorado

#### ***Opinions***

We have audited the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component unit, each major fund, and the aggregate remaining fund information of City of Fort Collins, Colorado (the "City") as of and for the year ended December 31, XXXX and the related notes to the financial statements, which collectively comprise City's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, the aggregate discretely presented component unit, each major fund, and the aggregate remaining fund information of City as of December 31, XXXX and the respective changes in its financial position and, where applicable, cash flows thereof, and the budgetary comparisons for the general fund and each major special revenue fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinions***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS and Government Auditing Standards will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and Government Auditing Standards, we:

Exercise professional judgment and maintain professional skepticism throughout the audit.

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

### ***Required Supplemental Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and other required supplemental information, as identified in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, which considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplemental information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance

on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### ***Other Supplemental Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise City's basic financial statements. The other supplemental information, as identified in the table of contents and the Local Highway Finance Report are presented for the purpose of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the other supplemental information, as identified in the table of contents, and the Local Highway Finance Report are fairly stated in all material respects in relation to the basic financial statements as a whole.

#### ***Other Information***

Management is responsible for the other information included in the Annual Comprehensive Financial Report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements or whether the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

#### ***Other Reporting Required by Government Auditing Standards***

In accordance with Government Auditing Standards, we have also issued our report dated XXX on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the City's internal control over financial reporting and compliance.

## **Auditor's Reports on the Federal Awards**

### **Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance**

To the Honorable Mayor and Members of the  
City Council and City Manager  
City of Fort Collins, Colorado

We have audited the financial statements of City of Fort Collins, Colorado as of and for the year ended December 31, XXXX and have issued our report thereon dated XXX, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. We have not performed any procedures with respect to the audited financial statements subsequent to XXX.

The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

### **Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards**

#### **Independent Auditor's Report**

To the Honorable Mayor and Members of the  
City Council and City Manager  
City of Fort Collins, Colorado

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of the City of Fort Collins, Colorado (the "City") as of and for the year ended December 31, XXXX and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated XXX.

#### ***Report on Internal Control Over Financial Reporting***

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for

the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the City's financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

***Report on Compliance and Other Matters***

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

***Purpose of This Report***

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control or on compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

**Report on Compliance for Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance**

**Independent Auditor's Report**

To the Honorable Mayor and Members of the  
City Council and City Manager  
City of Fort Collins, Colorado

**Report on Compliance for Each Major Federal Program**

***Opinion on Each Major Federal Program***

We have audited the City of Fort Collins, Colorado's (the "City") compliance with the types of compliance requirements identified as subject to audit in the Office of Management and Budget (OMB) Compliance

Supplement that could have a direct and material effect on the City's major federal program for the year ended December 31, XXXX. The City's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the City complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the major federal program for the year ended December 31, XXXX.

### ***Basis for Opinion on Each Major Federal Program***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (the "Uniform Guidance"). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the City and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the City's compliance with the compliance requirements referred to above.

### ***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the City's federal program.

### ***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the City's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS, Government Auditing Standards, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the City's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, Government Auditing Standards, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a

test basis, evidence regarding the City's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

- Obtain an understanding of the City's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### ***Report on Internal Control Over Compliance***

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.



# Forms



# Appendix C - Proposer Gurantees



Official Purchasing Document  
Last updated 10/2017 GP

## APPENDIX C

### PROPOSER GUARANTEES

The Proposer certifies it can and will provide and make available all services set forth in Scope of Work and Time Requirements.

Signature of Official: Timothy St. Andrew

Printed: Timothy St. Andrew

Title: Partner

Date: July 21, 2023

### LIST OF PRINCIPALS

The names and titles of the Proposer's principals are:

1. Jim Proppe - Firm Managing Partner and Chief Executive Officer
2. Brad Virkus - Group Managing Partner, Industries
3. Bryan Welsh - Group Managing Partner, Assurance
4. Laura Claeys - Group Managing Partner, Michigan and Colorado Offices
5. A full list of our firm's management team can be found in the Appendix section.

Proposer: Plante & Moran, PLLC

Address: 1098 Woodward Ave.

City/State/Zip: Detroit, MI 48226

Phone: 313-496-7200      Email: timothy.standrew@plantemoran.com

# Appendix D - Proposer Warranties



## APPENDIX D PROPOSER WARRANTIES

- A. Proposer warrants that it is willing and able to comply with State of Colorado laws with respect to foreign (non-state of Colorado) corporations.
- B. Proposer warrants, that if it is awarded the contract it shall obtain and maintain during the Agreement term the following insurance coverage's with policy limits in accordance with NORA specifications:
  - 1. Errors and omissions coverage for the willful or negligent acts, or omissions of any officers, employees or agents thereof;
  - 2. Professional liability coverage;
  - 3. Comprehensive general liability coverage;
  - 4. Automobile liability coverage, including hired and non-owned vehicles; and
  - 5. Workers' compensation.

~~Waiver of subrogation and hold harmless agreements will be agreed to for all of the above coverage.~~ Proposer will seek waivers of subrogation from its insurance companies. The City shall be named an additional insured for all insurance coverage where naming additional insured is permitted under the policy.

- C. Proposer warrants that it will not delegate or subcontract its responsibilities under the contract without the prior written permission of the City.
- D. Proposer warrants that all information provided by it in connection with this proposal is true and accurate.
- E. Proposer acknowledges and agrees, pursuant to Municipal Code Sec. 8-157 (m) all proposals will be subject to public disclosure and interviews will be conducted in a public meeting by the City Council Finance Committee.

Signature of Official: Timothy St. Andrew

Name: Timothy St. Andrew  
(Print or type)

Title: Partner

Firm: Plante & Moran, PLLC

Date: July 21, 2023

# Appendix



# Addendum receipt

We acknowledge the receipt of Addendum no. 1 along with the RFP 9835.

# Proposed exceptions

We propose the following modifications to the Sample Services Agreement provided in the City’s RFP. We are eager to do business with the City and are open to negotiating these requested modifications. We are confident that we will be able to reach mutually agreeable terms — as we have with hundreds of our governmental clients.

RFP Page #	Section / Reference	Proposed Exception	Rationale
RFP Document			
6	1.E, last sentence	<p><b>Please Modify as Follows:</b></p> <p>The auditor will be required to make working papers promptly available, upon request, to the following parties or their designees:</p> <ol style="list-style-type: none"> <li><del>Intentionally omitted-City of Fort Collins</del></li> <li>U.S. Government Accountability Office (GAO)</li> <li>Parties designated by the federal or state governments or by the City as part of an audit quality review process</li> <li>Auditors of entities of which the City is a subrecipient of grant funds</li> <li>Auditors of entities of which the City is a component unit</li> <li>In addition, the firm shall respond to the reasonable inquiries of successor auditors and allow successor auditors to review working papers relating to matters of continuing accounting significance.</li> </ol>	Under AICPA guidance for government audits, Plante Moran cannot agree to make its audit documentation available to City as it is the subject of the audit.
Appendix D			
22	B	<p><b>Please Modify as Follows:</b></p> <p><del>Waiver of subrogation and hold harmless agreements will be agreed to for all of the above coverage. Proposer will seek waivers of subrogation from its insurance companies.</del> The City shall be named an additional insured for all insurance coverage <del>where naming additional insured is permitted under the policy.</del></p>	<p>Plante Moran can agree to seek waivers of subrogation from its insurance companies.</p> <p>Plante Moran can agree to have the City named as an additional insured where the policy permits it.</p>
Sample Services Agreement			
25	15	<p><b>Please Modify as Follows:</b></p> <p>Remedies. In the event a party has been declared in default, such defaulting party shall be allowed a period of ten (10) days within which to cure said default. In the event the default remains uncorrected, the party</p>	Plante Moran can agree to remedies of termination and seeking actual direct damages or any other remedy through a legal action filed in a court of competent jurisdiction.

RFP Page #	Section / Reference	Proposed Exception	Rationale
		<p>declaring default may elect to (a) terminate the Agreement and seek <b>actual direct</b> damages <b>through a legal action filed in a court of competent jurisdiction;</b> and/or (b) <del>treat the Agreement as continuing and require specific performance; or (c) avail himself of seek</del> any other remedy at law or equity <b>through a legal action filed in a court of competent jurisdiction. If the non-defaulting party commences legal or equitable actions against the defaulting party, the defaulting party shall be liable to the non-defaulting party for the non-defaulting party's reasonable attorney fees and costs incurred because of the default.</b></p>	<p>Plante Moran does not agree to attorney fee-shifting provisions.</p>
26	17.a	<p><b>Please Modify as Follows:</b></p> <p>The Service Provider agrees to indemnify and save harmless the City, its officers, agents and employees against and from any and all actions, suits, claims, demands or liability of any character whatsoever brought or asserted for injuries to or death of any person or persons, or damages to property, <b>in each case to the extent caused by the gross negligence or willful misconduct in arising out of, result from or occurring in connection with</b> the performance of <del>any</del> the service hereunder.</p>	<p>Plante Moran can agree to indemnify the City in proportion to Plante Moran's fault, if any.</p>
27	20.f	<p><b>Please Modify as Follows:</b></p> <p>If Service Provider violates any provision of this Agreement pertaining to the duties imposed by Subsection 8-17.5-102, C.R.S. the City may terminate this Agreement. If this Agreement is so terminated, Service Provider shall be liable for actual <del>and consequential</del> <b>direct</b> damages to the City <del>arising out of that are proximately caused by</del> Service Provider's violation of Subsection 8-17.5-102, C.R.S, if, and to the extent, <b>so determined by a court of competent jurisdiction and not overturned or modified on appeal to the highest level.</b></p>	<p>Plante Moran can agree to liability for actual direct damages proximately caused by a violation of this statutory section, if, and to the extent, so determined by a court of competent jurisdiction and not overturned or modified on appeal to the highest level.</p>
<b>Exhibit Insurance Requirements</b>			
31	1	<p><b>Please Modify as Follows:</b></p> <p>The Service Provider will provide, <del>from insurance companies acceptable to the City,</del> the insurance coverage designated hereinafter and pay all costs. Before commencing work under this bid, the Service Provider shall furnish the City with certificates of insurance showing the type, amount, class of operations covered, effective dates and date of expiration of policies, <del>and containing substantially the following statement:</del></p> <p style="text-align: center;"><del>"The insurance evidenced by this Certificate will not reduce coverage or limits and will not be</del></p>	<p>The first clause of the first sentence may be interpreted as allowing the City to require Plante Moran to change insurance companies, if the City deems the current insurance companies unacceptable. Plante Moran does not agree to this.</p> <p>Plante Moran's insurance companies will not give notices to third parties.</p>

RFP Page #	Section / Reference	Proposed Exception	Rationale
		<p><del>cancelled, except after thirty (30) days written notice has been received by the City."</del></p> <p><del>In case of the breach of any provision of the Insurance Requirements, the City, at its option, may take out and maintain, at the expense of the Service Provider, such insurance as the City may deem proper and may deduct the cost of such insurance from any monies which may be due or become due the Service Provider under this Agreement.</del> The City, its officers, agents and employees shall be named as additional insureds on the Service Provider 's general liability and automobile liability insurance policies for any claims arising out of work performed under this Agreement.</p>	<p>Plante Moran does not agree to force-placed insurance.</p>
31	2.B	<p><b>Please Modify as Follows:</b></p> <p>Commercial General &amp; Vehicle Liability. The Service Provider shall maintain during the life of this Agreement <del>such</del> commercial general liability and automobile liability insurance <del>as will provide coverage for damage claims of personal injury, including accidental death, as well as for claims for property damage, which may arise directly or indirectly from the performance of work under this Agreement. Coverage for property damage shall be on a "broad form" basis.</del> The amount of insurance for each coverage, Commercial General and Vehicle, shall not be less than \$1,000,000 per occurrence and \$2,000,000 aggregate and \$1,000,000 combined single limits <del>for bodily injury and property damage, respectively.</del></p>	



# Governmental audit clients

Our client roster includes more than 500 governmental entities, 200 K-12 education and public school district clients, 75 colleges and universities, and 1,000 not-for-profit entities across the country. Below is a sample of the governmental clients we serve. Entities that have received a Certificate of Achievement for Excellence in Financial Reporting from the GFOA are marked with an asterisk (\*).

## MUNICIPALITIES

- City of Akron, OH
- City of Allen Park, MI
- Township of Benton, MI
- Village of Berrien Springs, MI
- Village of Beverly Hills, MI
- City of Birmingham, MI\*
- City of Bloomfield Hills, MI
- City of Brighton, MI\*
- Township of Brownstown, MI
- City of Burton, MI
- Township of Canton, MI \*
- City of Charlotte, MI \*
- City of Chelsea, MI
- Chesterfield Township, MI
- Township of Clinton, MI
- City of Clio, MI \*
- City of Coloma, MI
- City of Columbus, OH\*
- Township of Commerce, MI
- City of Commerce City, CO
- City of Davison, MI
- Davison Township, MI
- City of Dearborn, MI \*
- City of Detroit, MI \*
- City of Eastpointe, MI
- City of Farmington, MI
- Fenton Township, MI
- Flint Township, MI
- City of Garden City, MI
- City of Gibraltar, MI
- Township of Grand Blanc, MI \*
- City of Grand Rapids, MI \*
- City of Grosse Pointe, MI
- City of Grosse Pointe Farms, MI
- City of Grosse Pointe Woods, MI \*
- Township of Hamburg, MI
- City of Harbor Beach, MI
- City of Harper Woods, MI
- Township of Highland, MI
- Village of Holly, MI
- Township of Huron, MI
- Independence Township, MI \*
- Township of Keeler, MI
- City of Lathrup Village, MI
- Township of Lincoln, MI
- City of Lincoln Park, MI
- City of Livonia, MI
- City of Longmont, CO
- City of Loveland, CO
- Township of Macomb, MI
- City of Madison Heights, MI
- Township of Marshall, MI
- City of Melvindale, MI
- Township of Milford, MI
- Village of Milford, MI
- City of Monroe, MI \*
- City of Mt. Morris, MI
- Orion Township, MI
- City of Port Huron, MI \*
- City of Northville, MI
- Township of Northville, MI\*
- Oakland Township, MI
- Town of Parker, CO
- Township of Redford, MI
- City of Richmond, MI
- City of Riverview, MI
- City of Rockwood, MI
- City of Romulus, MI
- City of Roseville, MI
- City of Saline, MI
- Township of Scio, MI
- Township of Shelby, MI
- City of South Lyon, MI
- City of Southfield, MI\*
- City of Southgate, MI
- City of St. Joseph, MI
- City of Sterling Heights, MI\*
- City of Swartz Creek, MI
- City of Taylor, MI
- City of Trenton, MI
- Township of Van Buren, MI
- Vienna Township, MI
- City of Warren, MI \*
- Township of Washington, MI
- Township of Waterford, MI \*
- Township of West Bloomfield, MI
- City of Westland, MI
- White Lake Township, MI
- City of Wixom, MI
- City of Wyandotte, MI

\*Awarded the Certificate of Achievement for Excellence in Financial Reporting from the GFOA.

## MICHIGAN COUNTIES AND OTHER GOVERNMENTAL UNITS

### COUNTIES

- Genesee County\*
- Livingston County
- Macomb County\*
- Oakland County\*
- Wayne County\*

### COUNTY ROAD COMMISSIONS AND OTHER RELATED ENTITIES

- County Road Association Self-Insurance Fund (CRASIF)
- Kalamazoo County Road Commission
- Kent County Road Commission
- Michigan County Road Commission Self-Insurance Pool\*
- Road Commission for Oakland County
- Washtenaw County Road Commission

### DISTRICT COURTS

- 16th District Court
- 17th District Court
- 18th District Court
- 19th District Court\*
- 20th District Court
- 21st District Court
- 23rd District Court
- 25th District Court
- 27th District Court
- 28th District Court
- 32A District Court
- 33rd District Court
- 35th District Court
- 37th District Court
- 39th District Court
- 41A District Court
- 41B District Court
- 47th District Court
- 51st District Court

### LIBRARIES

- Canton Public Library
- Flint Public Library
- Northville District Library
- Redford District Library
- Salem-South Lyon Library
- Saline District Library
- West Bloomfield Library
- Willard Library
- Wixom Public Library

### STATE OF MICHIGAN

- Mackinac Bridge Authority
- Michigan Bureau of State Lottery\*
- Michigan Education Trust
- Michigan Finance Authority
- Michigan Legislature
- Michigan Municipal League
- Michigan State Housing Development Authority

\*Awarded the Certificate of Achievement for Excellence in Financial Reporting from the GFOA.

### PUBLIC TRANSPORTATION CLIENTS

- Bishop International Airport Authority, MI
- Capital Area Transportation Authority (CATA), MI
- Central Ohio Transit Authority, OH
- City of Mount Clemens Dial-A-Ride funds, MI
- Coleman A. Young International Airport, MI
- Columbus Regional Airport Authority, OH
- Connecticut Airport Authority, CT
- Denver Regional Transportation District, CO
- Des Moines Airport Authority, IA
- Detroit Department of Transportation, MI
- Detroit Metropolitan Wayne County Airport, MI
- Mass Transportation Authority, MI
- Gerald R. Ford International Airport, MI
- Grand Junction Regional Airport, CO
- Metropolitan Airports Commission, MN
- Muhammad Ali International Airport, KY
- Nankin Transit Commission, MI
- Nashville International Airport, TN
- Oakland County International Airport, MI
- Ohio Port of Greater Cincinnati Development Authority, OH
- Ohio Turnpike and Infrastructure Commission, OH
- Pittsburgh International Airport (PIT), PA
- Regional Transportation Authority of Southeast Michigan, MI
- Rhode Island Airport Corporation, RI
- Sarasota Manatee Airport Authority, FL
- Suburban Mobility Authority for Regional Transportation (SMART), MI
- Washington and Bruce Townships STAR, MI

## PUBLIC UTILITIES

- Benton Harbor – St. Joseph Joint Sewage Disposal Board, MI
- Central Wayne County Sanitation Authority, MI
- Detroit Water and Sewage, MI
- Downriver Utility Wastewater Authority, MI
- Genesee County Drain Commission Division of Water and Waste Services, MI
- Hillsdale Board of Public Utilities, MI
- Karegnondi Water Authority, MI
- Michigan Public Power Agency, MI
- Northern Colorado Water Conservancy District, CO
- Northern Water and Municipal Subdistrict, CO
- Resource Recovery and Recycling Authority of Southwest Oakland County, MI
- Solid Waste Authority of Central Ohio, OH
- South Huron Valley Utility Authority, MI
- Southeast Oakland County Resource Recovery Authority (SOCRRA), MI
- Southeastern Oakland County Water Authority (SOCWA), MI
- SW Barry County Sewer & Water Authority, MI
- Western Townships Utilities Authority, MI
- Wyandotte Municipal Service Commission, MI

Those highlighted in teal above represent water and sewer utility clients that operate as separate authorities or districts.

## OTHER GOVERNMENTAL UNITS

- Aerotropolis Development Corporation, MI
- Attorneys Title Guarantee Fund, MI
- Battle Creek Unlimited, Inc., MI
- Birmingham Area Cable Board, MI
- Boulder Housing Partners, CO
- Canton Regional Chamber Health Fund, MI
- Chicago Teachers Pension Fund, IL\*
- Cincinnati Metropolitan Housing Authority, OH
- Colorado Health Facilities Authority, CO
- Columbus-Franklin County Finance Authority, OH
- Columbus Metropolitan Housing Authority, OH
- Conference-Western Wayne, MI
- Denver Housing Authority, CO
- Detroit Housing Commission, MI
- Detroit Retirement Systems, MI
- Detroit VEBAs, MI
- Detroit Wayne Integrated Health Network, MI
- Downriver Community Conference, MI
- Franklin County Municipal Clerk of Courts, OH
- Franklin Park Conservatory, OH
- Genesee County 911 Consortium, MI
- Grand Rapids Housing Commission, MI
- Huron Clinton Metropark Authority, MI\*
- Illinois Medical District Commission, IL
- Illinois Municipal Retirement Fund, IL\*
- Lansing Housing Commission, MI
- Los Angeles County Employees Retirement Association (LACERA), CA\*
- Macomb County Art Authority, MI
- Macomb County Zoological Authority, MI
- Metro Police Authority of Genesee, MI
- Michigan Assisted Living Workers' Compensation Fund, MI
- Michigan Community College Risk Management Authority, MI
- Michigan Municipal League Liability & Property Pool, MI
- Michigan Municipal League Workers' Compensation Fund, MI
- Michigan Municipal Risk Management Authority, MI
- Mid-Ohio Regional Planning Commission, OH
- Municipal Employees Retirement System of Michigan (MERS), MI\*
- National Conference of State Legislatures, CO
- New Hampshire Retirement System (NHRS), NH\*
- New York State Teachers Employees Retirement System, NY\*
- Northville Community Recreation Commission, MI
- Oakland County Art Institute Authority, MI
- Oakland County Public Transportation Authority, MI
- Oakland County Zoological Authority, MI
- Ohio Public Employees Retirement System, OH\*
- RiverSouth Authority, OH
- Southeast Michigan Council of Governments (SEMCOG), MI
- STAR Ohio, OH
- Taylor Community Development Corporation, MI
- Washington & Bruce Township Parks & Recreation, MI
- West Bloomfield Parks and Recreation Commission, MI
- West Michigan Risk Management Trust, MI
- West Michigan Workers' Compensation Fund, MI
- Western Michigan Health Insurance Pool, MI

\*Awarded the Certificate of Achievement for Excellence in Financial Reporting from the GFOA.

# Firm leadership

Plante Moran is strong as a firm because our people — and our leadership — are strong. Firm Managing Partner Jim Proppe leads our firm with the collaboration of nine group managing partners who are responsible for leading specific areas of the firm, as shown below. Other members of firm leadership include our chief information officer, chief financial officer, and director of human resources. This team steers our firm with a focus on future success, both for Plante Moran and the organizations we are privileged to serve.



**Jim Proppe**  
Firm Managing Partner and Chief Executive Officer



**Frank Audia**  
Group Managing Partner, Tax



**Brad Virkus**  
Group Managing Partner, Industries



**Laura Claeys**  
Group Managing Partner, Michigan and Colorado Offices



**Jason Drake**  
Group Managing Partner, Chicagoland, Ohio, and International Offices



**Dennis Graham**  
Group Managing Partner, Management Consulting



**John Lesser**  
Group Managing Partner, Wealth Management



**Chris McCoy**  
Group Managing Partner, Firm Administration



**Bryan Welsh**  
Group Managing Partner, Assurance



**Paul Blowers**  
Chief Information Officer



**Dan Trotta**  
Chief Financial Officer



**Diana Verdun**  
Director of Human Resources

# Northern Colorado presence

With 45 staff serving more than 775 clients, Plante Moran is **one of the largest groups of CPAs and business advisors in Northern Colorado**. We're dedicated to the community in which we live and work. Our professionals are actively involved with the Fort Collins, Greeley, and Loveland chambers of commerce, as well as other associations, so we can stay apprised of the issues our clients face and bring innovative ideas to the table.

17

years proudly serving northern Colorado

775+

clients in northern Colorado

40

staff members in our Fort Collins office

4

partners in our Fort Collins office

We actively recruit from **Colorado State University** and the **University of Northern Colorado**.



## Dedicated to the community

Giving time, talent, and funding to the community is part of our DNA. Our staff actively support numerous organizations and initiatives in northern Colorado, including:

- **Alternatives to Violence\***
- American Cancer Society
- Boys & Girls Clubs of Larimer County
- Character in Athletics Make it a Priority (CHAMP)
- ChildSafe Colorado
- Colorado Youth Outdoors
- Community Foundation of Northern Colorado
- Fort Collins Foothills Rotary Club
- Fort Collins Museum of Art
- Fort Collins Symphony
- Habitat for Humanity
- Hearts & Horses Therapeutic Riding Center
- Junior Achievement
- NOCO Unify
- Partners Mentoring Youth
- Project Self-Sufficiency
- Realities For Children
- SummitStone Health Partners
- Turning Point
- United Way of Larimer County

\*Selected for the firm's PM Cares initiative for the 2022-2023 fiscal year.

## Local and national honors we're proud to have earned

- Named among the "100 Best Companies to Work For" by Fortune magazine every year since 1998
- Best Accounting Firm in 2021 on ColoradoBiz magazine's Best of Colorado Business Choice awards

# Service capabilities

We have developed a comprehensive menu of services for our governmental clients. Our experienced, independent consultants can complement the expertise and skills of your in-house team.



## Financial

- Financial statement audit
- Public pension system audit
- Single audit
- Accounting & financial services
- Long-range planning



## Enterprise risk

- Enterprise risk management assessments
- Internal audit
- Internal control reviews
- Application controls
- Forensic, investigative services, & litigation support



## Operations & process

- Needs assessment
- Process redesign
- Operations review
- Rightsizing/cost containment
- Shared services/collaboration



## Technology strategy

- IT assessment
- Strategic planning
- Acquisition management
- Contract negotiations
- Project management
- Sourcing
- Cloud strategy



## Infrastructure

- Network assessment
- Design & acquisition
- Implementation management
- Video surveillance/door access control
- Enterprise wired/wireless design & selection
- Independent verification & validation



## Cybersecurity

- HIPAA/HITECH compliance
- Disaster planning
- SAS70/SSAE16/SOC assessment
- IT audit
- IT risk assessment
- PCI DSS assessment
- Network security assessment



## ERP

- Assessment & gap analysis
- Requirements definition
- Solution selection
- Contract negotiations
- Implementation management
- Independent verification & validation



## Facilities\*

- Facility analysis & rationalization
- Project & financial feasibility
- Owner's representation – design management & construction oversight
- Lease, buy, build, monetize, & sale/leaseback
- Bond strategy, planning, & campaign



## Human capital

- Employee benefit strategies
- Personnel assessment
- Early retirement incentive plan, design, & consulting

\*These services are provided by Plante Moran affiliates: Plante Moran Financial Advisors, Plante Moran Insurance Agency, Plante Moran Trust, P&M Corporate Finance, Plante Moran Cresa, Plante Moran Living Forward™, Plante Moran Real Estate Investment Advisors.

# Get to know more about Plante Moran



Click the items below to learn more about additional Plante Moran resources and initiatives that may benefit you.

## Committed to diversity, equity, and inclusion



We all belong at Plante Moran

[LEARN MORE](#)



Our commitment to our staff and clients

[WATCH VIDEO](#)



Serving you as you grow

[VIEW OUR FULL MENU OF SERVICES](#)



Do you have confidence in your cybersecurity controls?

[LEARN HOW WE CAN HELP](#)

## A steady stream of resources to keep you updated



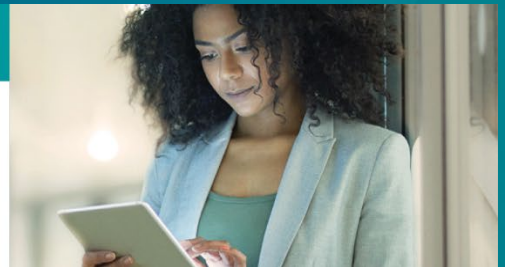
Browse our resources

[LEARN MORE](#)



Customize your email experience

[SUBSCRIBE NOW](#)



Results from our most recent client satisfaction survey

[WATCH THE VIDEO](#)

**98%**

of clients say we have knowledge of their industry.

**98%**

of clients say we understand their organization's needs.

**98%**

of clients believe we provide sound business advice.

We're passionate about giving back to our communities



[READ MORE](#)

Named one of America's Best Tax & Accounting Firms by Forbes

Consistently ranked on FORTUNE magazine's list of "100 Best Companies to Work For"

[VIEW COMPLETE LIST OF OUR AWARDS](#)

# Commitment to ESG

For nearly 100 years, we’ve likened our firm to an orchard. It has “trees” that represent our clients, staff, and investments in the firm. When new staff come to the firm, they gain the benefit of capturing the fruit from trees that were planted before them, but they also have the duty to plant new ones. We call this stewardship, and we take it very seriously.

## Our environmental, social, and governance (ESG) stewardship extends beyond the walls of the firm.

We work together to:



ensure honest and orderly commerce among the businesses and government entities we serve



fulfill our social responsibility of maintaining a healthy workplace for our staff



advance underrepresented groups and minimize our impact on the environment

## What our ESG commitment looks like in action



### Our business

#### Corporate citizenship and business model resilience

- Ethics, fraud, and anti-corruption policies
- Legal and regulatory oversight
- Mechanisms for advice and concerns about ethics
- A culture that embraces change and innovation
- Formally documented business disruption programs for business continuity, disaster recovery, and cyber incident response

#### Environmental sustainability

- Multiple offices with the Leadership in Energy and Environmental Design (LEED®) certification
- Digital solutions for collaboration and client service, reducing office space, waste, and travel

### Our clients

#### Independence, data privacy, and security

- Objectivity and freedom from conflicts of interest, in accordance with all professional standards
- Formalized risk management program that includes an annual external SOC 2 Type I assessment and internal risk assessment based on the National Institute of Standards and Technology Cybersecurity Framework (NIST CSF)

### Our people

#### A culture that puts our people first

- “Workplace for Your Day,” our hybrid work model to promote work/life balance
- Flexible scheduling, alternative work arrangements, and dependent care support
- Financial wellness and mental health toolkits

#### Diversity, equity, and inclusion (DEI)

Read our published [DEI report](#) for more detail on:

- Actions to recruit retain, develop, and promote diverse staff, along with creating an equitable workplace that celebrates differences
- Staff resource groups that assist with managing diversity-related challenges in the workplace, and optimize diverse staff potential

### Our community

#### Business leadership and community support

- Participation in the AICPA and state CPA societies, including initiatives to increase the pipeline of diverse professionals in public accounting
- Corporate sponsor of [the Exceptional Academy](#) and local community partnerships, including the National Association of Black Accountants
- [PM Cares program](#)



# Commitment to sustainability

Like you, we're prioritizing sustainability across our business practices. We're making significant strides in the areas of building design and furnishings, energy efficiency, paper conservation, waste reduction, and water efficiency, as described below.



## Firm-wide sustainability efforts

### Efficiency in design and furnishings

Our offices are furnished with the environment in mind:

- Our seating products make extensive use of recycled, recyclable, and renewable resources.
- Low-emitting paints and floor coverings are used extensively in office construction.
- Recycled flooring, including cork, bamboo, and carpet, is used throughout our offices.
- Appliances, printers, copiers, and laptops are ENERGY STAR® rated.
- Our offices are equipped with occupancy sensors for thermostats and lighting, and several offices receive significant day lighting in occupied spaces.

### Conservation and waste reduction

- All technical equipment and cables recycled or sold (0% transferred to landfills)
- Utilization of recycled paper products
- Recycling of paper, electronics, light bulbs, batteries, plastic, glass, cardboard, cans/bottles, copier ink, cartridges, and more
- Increased use of technology in our engagements to significantly reduce paper use
- Firmwide copier/printer ink/toner recycling program and multifunction printers with solid ink technology
- Replacement of disposable plastic kitchen utensils with biodegradable utensils or silverware, cups, and dishes that can be reused
- Use of high-efficiency LED light bulbs

## Leadership in Energy and Environmental Design (LEED)

We currently have nine LEED® Accredited Professionals on staff, as well as multiple offices with the LEED building certification. We have already observed the tangible impact of this program. For example, implementation at our Grand Rapids office had the following results:

- Careful selection of water-efficient features led to a 42% reduction in potable water usage by this LEED-CI Gold Certified office.
- 50% of all construction waste was reclaimed and recycled, diverting it from landfills.

# Diversity, equity, and inclusion

At Plante Moran, the words “diversity,” “equity,” and “inclusion” aren’t just buzzwords; they’re principles to live and work by, and they’re mission critical. When we can recognize — and celebrate — our many human differences, we’re able to create a workplace where all staff feel a sense of belonging and an opportunity to succeed, which translates to better service for our clients.

Formed in 2003, Plante Moran’s Diversity, Equity, and Inclusion (DEI) Council was established to guide the firm toward long-term success and growth in diversity practices. We’re committed to making meaningful progress and becoming a better representation of the clients and communities we serve.



Read more and access our [2023 Diversity, Equity, and Inclusion Annual Report](#).

## How we’re living by our commitment:

We are committed to diversity, equity, and inclusion because we know that more diversity among our staff means more diversity in perspectives and, therefore, more innovative solutions for our clients. And an emphasis on inclusion means happier staff and increased staff retention and continuity on client engagements.

Our staff resource programs, educational initiatives, and community engagement put action behind our passion for promoting diversity, equity, and inclusion firmwide, within the industry, and within our communities.



We invite you to [watch our short film](#), which outlines how we’re taking action to promote diversity, equity, and inclusion within the firm and in our communities.



According to our recent client satisfaction survey,

**98%**

of clients say they

**would recommend Plante Moran.**

**We look forward to working with you. Please contact us with any questions.**



**Timothy St. Andrew, CPA**  
Engagement Partner  
313-496-8542  
timothy.standrew@plantemoran.com



**Jamie Essenmacher, CPA, MSA**  
Colleague Partner  
720-307-8168  
jamie.essenmacher@plantemoran.com



**William Brickey, CPA**  
Colleague Partner  
313-496-7231  
william.brickey@plantemoran.com



**plante moran**

Audit. Tax. Consulting.  
Wealth Management.



**JULY 21, 2023**

Contact:  
Timothy St. Andrew, Engagement Partner  
Plante Moran  
8181 E. Tufts Ave., Suite 600  
Denver, CO 80237  
313-496-8542  
[timothy.standrew@plantemoran.com](mailto:timothy.standrew@plantemoran.com)

**CITY OF FORT COLLINS, COLORADO**  
Financial Audit Services – Cost Proposal  
RFP # 9835



July 21, 2023

Plante & Moran, PLLC  
8181 E. Tufts Ave., Suite 600  
Denver, CO 80237

Sealed Dollar Cost Bid for  
City of Fort Collins CO

As the appropriate official of Plante & Moran, PLLC, I, Timothy StAndrew, do hereby certify that I am entitled to represent Plante & Moran, PLLC, am empowered to submit the bid, and am authorized to sign a contract with City of Fort Collins CO (the City).

Timothy St. Andrew, CPA  
Engagement Partner  
Plante & Moran, PLLC  
July 21, 2023

Plante Moran’s total all-inclusive fixed fees for the 2023 through 2027 engagements are as follows:

Fiscal period ending 2023	\$	209,250
Fiscal period ending 2024		215,500
Fiscal period ending 2025		221,975
Fiscal period ending 2026		228,625
Fiscal period ending 2027		235,500
Total for fiscal periods 2023 — 2027 \$		1,110,850

## 01. Total All-Inclusive Maximum Price

The sealed Dollar Cost Proposal should contain all pricing information relative to performing the audit engagement as described in this request for proposal. The total all-inclusive maximum price to be bid is to contain all direct and indirect costs including all out-of-pocket expenses.

The City will not be responsible for expenses incurred in preparing and submitting the Technical Proposal or the Dollar Cost Proposal. Such costs should not be included in the proposal.

The first page of the Dollar Cost Proposal should include the following information:

- a. Name of Firm
- b. Certification that the person signing the proposal is entitled to represent the firm, empowered to submit the bid, and authorized to sign a contract with the City.

Please see above.

**c. A Total All-Inclusive Maximum Price for the 2023 engagement and subsequent 4 years (Fill-out Appendix A).**

**Appendix A**

**Schedule of professional fees and expenses**

Nature OF SERVICE TO BE PROVIDED	MAXIMUM ALL-INCLUSIVE TOTAL PRICE CITY	MAXIMUM ALL-INCLUSIVE TOTAL PRICE LIBRARY	MAXIMUM ALL-INCLUSIVE TOTAL PRICE POUDE FIRE
2023 Audits of City, Poudre Fire Authority and Library District	\$149,250	\$25,000	\$35,000
2024 Audits of City, Poudre Fire Authority and Library District	\$153,700	\$25,750	\$36,050
2025 Audits of City, Poudre Fire Authority and Library District	\$158,375	\$26,500	\$37,100
2026 Audits of City, Poudre Fire Authority and Library District	\$163,130	\$27,295	\$38,200
2027 Audits of City, Poudre Fire Authority and Library District	\$168,000	\$28,100	\$39,400
Issuance of Consent Letter for a Bond Issue <sup>1</sup>		See below	
Verification of Arbitrage at the End of Each Five-Year Period of a Bond Issue		N/A per addendum	
Verification of Bond Escrow for a Bond Issue		N/A per addendum	
Agreed Upon Procedures Performed in Relation to City's Cable TV Franchise Agreement with Service Provider		N/A per addendum	

<sup>1</sup>Cost will be based on nature and timing of work.

Proposer: Plante & Moran, PLLC

Signature: 

Printed: Timothy St. Andrew

Address: 1098 Woodward Ave.

City/State/Zip: Detroit, MI 48226

Phone: 313-496-7200

Email: timothy.standrew@plantemoran.com

## 02. Rates by Partner, Specialist, Supervisory and Staff Level Times Hours Anticipated for Each

The second page of the Dollar Cost Proposal should include a schedule of professional fees and expenses, presented in the format provided in the attachment (Appendix B), that supports the total all-inclusive maximum price. The cost for any additional services requested outside the scope of the RFP will also utilize the fees and expenses stated in (Appendix B).

### Appendix B

#### Schedule of professional fees and expenses for additional services

This schedule should reflect the hourly rates for any additional work outside the scope of this RFP if the City, Library, or Poudre Fire Authority requests additional services.

	STANDARD HOURLY RATES	QUOTED HOURLY RATES
Partners	\$500	\$325
Managers	\$375	\$250
Supervisory staff	\$275	\$175
Staff	\$150	\$125
Other (specify)	-	-
<b>ADDITIONAL COSTS</b>		
Out-of-pocket expenses:		\$0
Meals and lodging (amount per person per day)		\$0
Transportation(cents-per-mile)		\$0
Other (specify)		\$0

Proposer: Plante & Moran, PLLC

Signature: 

Printed: Timothy St. Andrew

Address: 1098 Woodward Ave.

City/State/Zip: Detroit, MI 48226

Phone: 313-496-7200

Email: [timothy.standrew@plantemoran.com](mailto:timothy.standrew@plantemoran.com)



### 03. Out-of-pocket Expenses Included in the Total All-inclusive Maximum Price and Reimbursement Rates

Out-of-pocket expenses for firm personnel (e.g., travel, lodging and subsistence) will be reimbursed at the rates used by the City for its employees. All estimated out-of-pocket expenses to be reimbursed should be presented on the second page of the sealed Dollar Cost Proposal in the format provided in the attachment (Appendix B). All expense reimbursements will be charged against the total all-inclusive maximum price submitted by the firm.

In addition, a statement must be included in the sealed Dollar Cost Proposal stating the firm will accept reimbursement for travel, lodging and subsistence at the prevailing City rates for its employees.

## Travel, lodging, and subsistence

---

Our fees are all-inclusive; **you will not be charged for travel or out-of-pocket costs, routine phone calls, or consultation.**

### 04. Rates for Additional Professional Services

If it should become necessary for City to request the auditor to render any additional services to either supplement the services requested in this RFP or to perform additional work as a result of the specific recommendations included in any report issued on this engagement, then such additional work shall be performed only if set forth in an addendum to the contract between City and the firm. Any such additional work agreed to between City and the firm shall be performed at the rates set forth in Appendix B.

## Rates for additional professional services

---

We understand that if it is necessary for the City to request Plante Moran to render any additional services to either supplement the services requested in this RFP or to perform additional work as a result of the specific recommendations included in any report issued on your engagement, then such additional work will be performed only if set forth in an addendum to the contract between the City and Plante Moran.

### 05. Manner of Payment

Progress payments will be made on the basis of hours of work completed during the course of the engagement and out-of-pocket expenses incurred in accordance with the firm's Dollar Cost Proposal. Interim billing shall cover a period of not less than a calendar month. Ten percent (10%) will be withheld from each billing pending delivery of the firm's final reports.

Plante Moran affirms its understanding of the City's manner of payment. Typically, our fees are invoiced monthly as the work is performed and are payable within 30 days.

## Additional fee assumptions and notes:

---

The fee quotes on the previous pages assume:

- Books, records, and all supporting schedules will be prepared accurately by your staff.
- Our fees do not include any costs associated with assisting management with implementation of any new accounting standards, including GASB 96.
- Our single audit fee is based on auditing a maximum of two major programs. Additional program audits will be performed at \$7,500 each.
- We affirm: Any services provided outside of the scope of this proposal between the City and Plante Moran shall be performed at the same rates set forth in the schedule of fees and expenses included in this document. In addition, any expansion of the scope requiring additional fees shall be approved in advance and by contract addendum between the City and Plante Moran before work begins.



According to our recent client satisfaction survey,

**98%**

of clients say they

**would recommend Plante Moran.**

**We look forward to working with you.  
Please contact us with any questions.**



**Timothy St. Andrew, CPA**  
Engagement Partner  
313-496-8542  
timothy.standrew@plantemoran.com



**Jamie Essenmacher, CPA, MSA**  
Colleague Partner  
720-307-8168  
jamie.essenmacher@plantemoran.com



**William Brickey, CPA**  
Colleague Partner  
313-496-7231  
william.brickey@plantemoran.com



**plante moran**

Audit. Tax. Consulting.  
Wealth Management.



## AGENDA ITEM SUMMARY

City Council

---

### STAFF

---

Rupa Venkatesh, Assistant City Manager  
Davina Lau, Public Engagement Specialist  
Jenny Lopez Filkins, Legal

### SUBJECT

---

**Items Relating to the Boards and Commission Manual and Terms of Board and Commission Members Recommended by the Ad Hoc Committee on Boards and Commissions.**

### EXECUTIVE SUMMARY

---

The purpose of these items is to consider a resolution and ordinance that reflect the recommendations of the Ad Hoc Committee on Boards and Commissions.

- A. Resolution 2023-089 Approving Amendments to the Board and Commissions Manual.
- B. First Reading of Ordinance No. 131, 2023, to Extend Terms of All Board and Commission Members to Align with New Recruitment and Interview Schedule and Waive Eight Year Service Limit.

### STAFF RECOMMENDATION

---

Staff recommends adoption of the Resolution and Ordinance on First Reading.

### BACKGROUND / DISCUSSION

---

#### **A. Resolution 2023-089 Approving Amendments to the Boards and Commissions Manual.**

The purpose of this Resolution is to make updates to the Boards and Commissions Manual. On March 15, 2016, City Council adopted Resolution 2016-026, adopting the 2016 Boards and Commissions Manual. Since then, it has become clear that several revisions are warranted due to change in policy or practice. The revisions were presented to the Ad Hoc Committee on Boards and Commissions and the Committee approved them.

The changes are summarized below:

- Updates to the descriptions of types of boards and commissions.
- Removing City Council Liaison responsibilities because they will be added to City Code.
- Updates to the Yearly Planning Calendar to reflect the new recruitment schedule.
- Updates to the Staff Liaison role, the City Attorney role, and City Clerk's Office role.
- Membership limitations updated to reflect code changes.

- Removing the Golf Board from the manual.
- Adding a description of ethics rules as well as City duty to indemnify as discussed in City Code.
- Adding a description of guidelines for Chairs to establish a reasonable amount of time for public comment.
- Adding a summary of the Code of Conduct in body of manual as well as an appendix to manual.
- Adding the Anti-Discrimination and Anti-Harassment Policy as an appendix to manual.
- Adding the new Active Modes Advisory Board and Women and Gender Equity Advisory Board to the manual.

**B. Ordinance No. 131, 2023, to Extend Terms of All Board and Commission Members to Align with New Recruitment and Interview Schedule and Waive Eight Year Service Limit.**

The purpose of this Ordinance is to extend the terms of all current board and commission members through March 31 of the year their term ends. This aligns with the new recruitment schedule.

The exception to this is the Affordable Housing Board (AHB) and the Human Services and Housing Funding Board (HSHFB) whose terms will start on July 1. This is to align the scope of their work of making grant recommendations with the timing of when funds are received from the U.S. Department of Housing and Urban Development. The terms of current AHB and HSSFB members will be extended through June 30 of the year their terms end.

Staff created a table listing on current board and commission members and their revised term end dates. A copy of the table is attached to the Ordinance.

City Code limits board and commission members to serving no more than eight (8) consecutive years on a board or commission. Because current board and commission members' terms will be extended as described above, staff is asking City Council to expressly waive the eight (8) year service limit for current board and commission members.

**CITY FINANCIAL IMPACTS**

---

None.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

Feedback was gathered from the staff liaisons for the Affordable Housing Board and the Human Services and Housing Funding Board. They expressed that the term extension would allow for their boards to complete their work with current members who are familiar with the process before new members are onboarded.

**PUBLIC OUTREACH**

---

None.

**ATTACHMENTS**

---

1. Resolution for Consideration
2. Exhibit A to Resolution
3. Ordinance for Consideration
4. Exhibit A to Ordinance

RESOLUTION 2023-089  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
APPROVING AMENDMENTS TO THE BOARDS AND COMMISSIONS MANUAL

WHEREAS, on March 15, 2016, City Council adopted Resolution 2016-026, adopting the 2016 Boards and Commission Manual (the Manual); and

WHEREAS, on November 15, 2022, the City Council adopted Resolution 2022-122 creating an ad hoc committee on boards and commissions (“Committee”) to consider and make recommendations to improve efficiency and consistency of board and commission processes and reduce barriers to participation; and

WHEREAS, City staff recommended several revisions to the Manual that staff believes are warranted due to changes in policy or practice; and

WHEREAS, the suggested revisions were approved by the Committee; and

WHEREAS, the Manual revisions include changes to the descriptions of boards and commissions, adding the Actives Modes Advisory Board, changing the name and scope of the Women’s Advisory Board to the Women and Gender Equity Advisory Board and deleting the reference to the Golf Board; and,

WHEREAS, the Manual revisions include modifying the dates of the yearly planning calendar, deleting the responsibilities of a City Council liaison because they will be added to the City Code, and the changes to board and commission membership limitations to align with City Code; and

WHEREAS, the Manual revisions include changes to descriptions about the roles of the Staff liaison, the City Attorney, and the City Clerk’s Office, the addition of a description of the ethics rules as well as the City’s duty to indemnify as discussed in the City Code; and

WHEREAS, the Manual revisions include new discussion about a board or commission chair’s responsibility to establish a reasonable amount of time for public comment at the beginning of a meeting; and

WHEREAS, the Manual revisions include discussion about the City Council-approved Anti-Discrimination and Anti-Harassment Policy and Code of Conduct, which have been incorporated into the Manual and attached as appendices to the Manual; and

WHEREAS, the City Council finds that the Manual revisions suggested by City staff and approved by the Committee are in the best interests of the City and its residents.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes any and all determinations and findings contained in the recitals set forth above.

Section 2. That the City Council hereby adopts the Boards and Commissions Manual, attached hereto as Exhibit "A," and incorporated herein by reference.

Section 3. That the City Clerk's Office is authorized to make such administrative revisions to the manual as may be necessary to keep the same current, including, without limitation, changes in the membership lists, meeting times and places, and such other changes as may be consistent with related resolutions and ordinances which are, from time to time, adopted by the Council. Such revisions may be made without express approval of the City Council, except as provided in Section 4 below.

Section 4. That amendments to the manual which constitute policy changes shall be made by the Council by Resolution.

Passed and adopted at a regular meeting of the Council of the City of Fort Collins this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



**Boards and Commissions Handbook**  
**Last Revised: September 8, 2023**

**City Council**

- Jeni Arndt, Mayor
- Emily Francis, Mayor Pro Tempore, District 6
- Susan Gutowsky District 1
- Julie Pignataro, District 2
- Tricia Canonico, District 3
- Shirley Peel, District 4
- Kelly Ohlson, District 5

**City Manager**

Kelly DiMartino

**City Attorney**

Carrie Daggett

**City Clerk**

Anissa Hollingshead

**Public Engagement Coordinator – Boards and Commissions**

Davina Lau



Item 20.

Table of Contents

**INTRODUCTION TO CITY GOVERNMENT ..... 3**

    Fort Collins’ Mission, Vision, and Values ..... 3

    City Council and the Council-Manager Form of Government ..... 3

**INTRODUCTION TO THE ROLES AND TYPES OF BOARDS AND COMMISSIONS..... 5**

    General Overview of the Roles of Boards and Commissions ..... 5

    Types of Boards and Commissions ..... 6

*Advisory Boards – Type 1*..... 6

*Advisory Boards – Type 2*..... 6

*Quasi-Judicial Commissions* ..... 6

**THE ROLES OF BOARD MEMBERS AND COUNCIL/STAFF SUPPORT CONTACTS ..... 7**

    Board Members ..... 7

    City Council Liaison Role ..... 7

    Staff Liaison Role ..... 8

    City Attorney Role ..... 8

**MEMBERSHIP RESPONSIBILITIES AND LIMITATIONS..... 9**

    Orientation and Training ..... 9

    Attendance Policy ..... 9

*Remote Participation*..... 9

    Membership Limitations ..... 10

**CONDUCTING BOARD/COMMISSION MEETINGS ..... 11**

    Election of Officers ..... 11

    Conduct of Meetings ..... 11

*Rules of Procedure*..... 11

    Public Input ..... 12

    Open Meetings ..... 12

    Agenda ..... 14

    Minutes ..... 14

    Executive Sessions ..... 14

    “Super Issue” Meetings ..... 14

**REPORTING REQUIREMENTS – WORK PLANS AND ANNUAL REPORTS ..... 15**

    Work Plans ..... 15

    Annual Reports ..... 15

**BOARDS AND COMMISSIONS YEARLY PLANNING CALENDAR ..... 16**

    Annual Review Schedule ..... 16

    Promotional Guidelines ..... 17

**Frequently Asked Questions:** ..... 17

**RULES OF CONDUCT** ..... **19**

**Anti-Discrimination and Anti-Harassment Policy** ..... 19

**Ethical Conduct and Conflicts of Interest** ..... 19

**Conflicts of Interest** ..... 19

**Contracts with the City** ..... 20

**Disclosure of Confidences** ..... 21

**Gifts and Favors** ..... 21

**Indemnification** ..... 21

**Ethics Complaints** ..... 22

**Abuse of Public Office** ..... 23

**Checklist** ..... 24

**APPENDIX A: BREAKDOWN OF BOARDS AND COMMISSIONS** ..... **25**

## WELCOME

Welcome to the City of Fort Collins (the City)! Your selection as an active member of a board or commission provides you with a valuable opportunity for genuine public service, and we thank you for your contribution. Although the specific duties of each board or commission vary widely, there are certain responsibilities common to all board or commission members. These guidelines will assist you in maximizing your contribution to our community through your service on a board or commission. For ease of reference throughout this Manual, boards and commissions may at times be referred to as a “board” or “boards.”

## INTRODUCTION TO CITY GOVERNMENT

### **Fort Collins’ Mission, Vision, and Values**

The City is a dynamic and continually evolving organization. However, the vision for the City, its mission, and its core values remain a constant that help all employees focus on the primary goal: service to our community members.

Mission: Exceptional Service for an Exceptional Community

Vision: We foster a thriving and engaged community through our operational excellence and culture of innovation.

Values: Partnership | Service | Safety & Wellbeing | Sustainability | Integrity | Belonging

### **City Council and the Council-Manager Form of Government**

The City Council is comprised of seven members, six of whom represent a geographic Council district for terms of four years. The only exception is the Mayor, who is elected at large by the entire City’s electorate and serves a two-year term. The Mayor and Councilmembers are elected in nonpartisan races. The Council itself selects its Mayor

Item 20.

Empore (Mayor Pro Tem) from among its six district representatives. The Mayor Pro Tem assumes the duties of the Mayor in their absence.

The City of Fort Collins is governed by the principles of the Council-Manager form of government, the most common structure for governing municipalities in the Western United States. Under Fort Collins' City Charter, the Council-Manager system requires that elected officials (City Council) are responsible for policy decisions and for hiring and supervising their direct employees: the City Manager, City Attorney, and Chief Judge. City Council serves as the community's legislative body, responsible for enacting City ordinances, appropriating funds to conduct City business in the City's formal budgeting process, and providing policy direction to City staff through the City Manager.

The City Manager is responsible for the day-to-day operations of the organization and gives direction to the staff members who are their employees. Functions of the City Manager include but are not limited to:

- Implementing policy decisions and legislative actions taken by the City Council
- Making recommendations to City Council
- Overseeing the operations of the City
- Preparing the City Manager's recommended City budget

The philosophy behind the Council-Manager form of government is to create an administrative organization that is separate from the political process and which is run by professional staff members who are trained in municipal government administration. The City Manager is thus responsible to the City Council for the actions of staff in each of the City's departments, except the attorneys in the City Attorney's Office and Municipal Court staff.

	<b>City Council</b>	<b>City Manager</b>
<b>Responsible for:</b>	Policy Decisions	Day-to-day operations
<b>Hires and Leads/Manages:</b>	City Manager City Attorney Chief Judge	All other City staff members/employees (excl. Atty staff)



**Jeni Arndt**  
Mayor



**Susan Gutowsky**  
Councilmember,  
District 1



**Julie Pignataro**  
Councilmember,  
District 2



**Tricia Canonico**  
Councilmember,  
District 3



**Shirley Peel**  
Councilmember,  
District 4



**Kelly Ohlson**  
Councilmember,  
District 5



**Emily Francis**  
Councilmember,  
District 6  
(Mayor Pro Tem)

# INTRODUCTION TO THE ROLES AND TYPES OF BOARDS AND COMMISSIONS

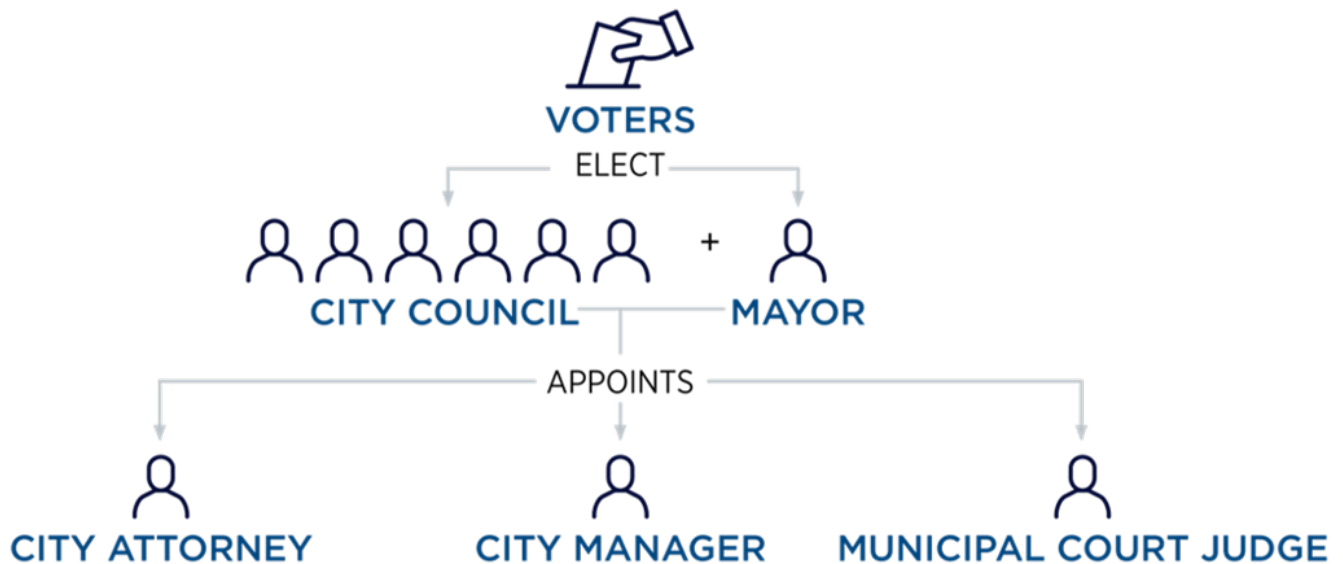
## General Overview of the Roles of Boards and Commissions

Details about each individual board may be found in Article III, Chapter 2 of the City Code or in Appendix A to this handbook. The City Council may, by ordinance, establish appointive boards to advise on various issues and perform functions as the Council may designate. An ordinance establishing each board defines the powers, duties, operating procedures of the board and terms of offices for the board members. City Council ordinances may be amended at any time through formal Council action.

Boards are composed of community member volunteers appointed by the City Council. The role of most of these boards and commissions is to advise City Council on issues related to a specific subject matter. They assist the Council in its policy-making role by reviewing issues or proposals and providing recommendations to City Council about actions that it is considering. Examples of this kind of work might include reviewing proposed master plans, ordinances, or other projects and providing a community member viewpoint on proposals. In addition to this advisory role, specific boards designated as “quasi-judicial” are each vested with certain decision-making responsibilities such as building and development in the community. The three types of boards and commissions are explained in greater detail in the City Code §§2-100 through 2-178.

In addition to the regular functions of all boards and the duties specified in the City Code for each individual board, boards are authorized to participate on a case-by-case basis in the review, discussion, and advisement of Council regarding any policy or program matter upon the request of the City Council or the City Manager. Participation includes “Super Issue” meetings which engage a cross-section of board members in discussions of broader policy issues and interests of the City.

The following organizational chart situates boards and commissions in a reporting relationship to City Council to denote that they exist to assist Council with their policy development responsibilities.



## **of Boards and Commissions**

As explained above, boards and commissions are established for the purpose of reviewing information and making recommendations to City Council and City staff on City policy issues. Specific duties and functions are established individually for each board or commission. Most boards and commissions are advisory to the City Council and/or City administration. Boards and Commissions are divided into three categories as follows:

### ***Advisory Boards – Type 1***

Type 1 advisory boards make recommendations to the City Council and City staff on particular areas of knowledge or expertise. Recommendations made by advisory boards are formal opinions to the City Council on items and subjects that are on the boards' approved workplans. These recommendations are limited to advisement and are not policy setting.

- Affordable Housing Board
- Active Modes Advisory Board (pending)
- Air Quality Advisory Board
- Disability Advisory Board
- Economic Advisory Board
- Energy Board
- Land Conservation and Stewardship Board
- Natural Resources Advisory Board
- Parks and Recreation Board
- Senior Advisory Board
- Transportation Board
- Women and Gender Equity Advisory Board (pending)
- Youth Advisory Board

### ***Advisory Boards – Type 2***

In addition to serving an advisory function to the City Council and City staff, the assigned functions of Type 2 advisory boards give them the authority to make decisions on certain matters specified in the City Code. These decisions then serve as formal recommendations to City Council or City staff for their consideration and adoption.

- Art in Public Places Board
- Citizen Review Board
- Cultural Resources Board
- Human Services and Housing Funding Board

### ***Quasi-Judicial Commissions***

Quasi-judicial commissions are non-judicial bodies that use formal procedures to objectively determine facts, interpret the law, and draw conclusions to provide the basis of an official action. Decisions of quasi-judicial commissions are subject to appeal to the City Council or the courts.

- Building Review Commission
- Historic Preservation Commission
- Human Relations Commission
- Land Use Review Commission
- Planning and Zoning Commission
- Water Commission

## ROLES OF BOARD MEMBERS AND COUNCIL/STAFF SUPPORT CONTACTS

City Councilmembers and City staff serve a variety of roles and provide several resources for board and commission members. The following subsections detail the roles of board members, City Council Liaisons, Staff Liaisons, the City Attorney, and the City Clerk in the operation of the City's boards and commissions.

### Board Members

Members of all City boards and commissions are expected to contribute to the roles and functions ascribed to the board by ordinance of the City Council. These duties will vary based upon the purpose of each individual board, but individual members are integral to each board or commission's ability to serve its purpose effectively and efficiently.

Particularly in the context of a City Council meeting, board members making recommendations or expressing views that have not been approved by a majority of the board should indicate they are expressing individual opinions and are not speaking on behalf of the board or the City. Please see the Code of Conduct attached hereto and incorporated herein by reference as Appendix (B).

Public statements made with the required approval of the majority of the board or commission at a public meeting should be within the scope of the functions assigned to the board or commission and should not contain assurances or statements that may be construed to be binding on a board, staff, or the City Council. When making a public statement, members should remind listeners that board actions are recommendations (unless otherwise provided by law) and that final action will be taken by the City Council. Remember that your actions and statements as a board member assume special significance, and if not responsibly discharged, could result in a situation detrimental to the City's best interests.

### City Council Liaison Role

Every two years, following the election of Councilmembers, the Council selects its liaisons to the boards. City Code §§ 2-82 and 2-568 (8) describe the role of a City Council liaison, which is summarized below:

- Communicating with the board when Council communication is needed and serving as the primary two-way communication
- Taking the lead in filling vacancies by reviewing applications and conducting interviews with candidates
- Making decisions about recommendations for appointment, keeping in mind the need for fresh perspectives and not primarily on liaison's personal preferences
- Serving as the primary Council contact for the board
- Helping to resolve questions the board may have about the role of Council, municipal government, and the board
- Establishing contact with chair and effectively communicating the role of the liaison
- Reviewing the annual work plan of the board and making recommendations to Council regarding the work plan
- Identifying and helping to resolve any problems with the support of CCO, CMO, CAO and staff liaison that may exist with respect to the functioning of the board
- Deciding whether to grant a request from their assigned board to hold a joint meeting with other boards

With respect to any Councilmember serving as a liaison to a board or commission, such Councilmember must not direct the board in its activities or work. A liaison's role is to serve as a contact rather than an advocate for or ex-officio member of the board or commission.

**Liaison Role**

Each board is assigned a staff member as a liaison for the board and are responsible for the following tasks, including but not limited to:

- Uploading yearly meeting dates to the Event Calendar on www.fcgov.com.
- Preparing the agenda and reviewing it with the chair prior to distribution.
- Sending the meeting agenda to the City Clerk's Office
- Recording meeting minutes. Board members shall not be responsible for recording meeting minutes to allow said members to actively participate in the meeting. The length and content of minutes will vary with the needs and legal requirements of each board.
  - -Distributing a copy of the approved minutes to the Boards and Commissions Coordinator.
- Handling logistics regarding meeting scheduling and setup.
- Coordinating the board's annual work plan.
- Ensuring new members are oriented to the board, including procedures and projects.
- Tracking attendance and volunteer hours through Engage or other approved software and submitting a monthly confirmation to the Boards and Commissions Coordinator.
- Ensuring the election of officers is held during May or June of each year and informing the Boards and Commissions Coordinator of the results of each election.
- At the request of the Boards and Commissions Coordinator, providing information to the board regarding policy changes and distributing updated information to all members.
- Notifying the City Clerk's Office when a member resigns, or a vacancy exists for other reasons.
- Advising board or commission members if a planned action is impermissible or inadvisable.
- Advising appropriate City staff if a board or commission's planned action does not align with City Code or policy.
- Staying apprised of City department budget for support of assigned board or commission and making expenditure decisions consistent with the board or commission's annual work plan.

It should be noted that staff liaisons are not authorized to:

- Override a decision of the Council liaison (regarding a request by the board).
- Serve as a resource for projects not on the board's work plan.
- Serve as a communications link between the City Council and board members. (This is the role of the Council liaison.)

**City Attorney Role**

The City Attorney is the legal advisor to the officers and employees of the City in connection with their roles in the organization. There are several attorneys in the City Attorney's Office, each with areas of assignment, and an attorney is assigned to advise each board and to assist the staff liaison, chair, and members of the body with legal questions and concerns. They also provide appropriate training.

**City Clerk Role**

The City Clerk supports the organization by maintaining City records; producing and distributing City Council agendas and minutes; administering the boards and commissions program; maintaining the City Code, Land Use Code, and Traffic Code; and conducting municipal elections. The Clerk's Office also responds to citizen inquiries for information, proactively provides information via the City's website, and administers liquor and marijuana business licensing.

## MEMBERSHIP RESPONSIBILITIES AND LIMITATIONS

### Orientation and Training

City staff provides yearly training on the structure and operation of City government and the legal and ethical duties and responsibilities of board members. All members of City boards are required to attend the training, either in person or in such other fashion as the City Clerk's Office, City Manager and City Attorney may deem appropriate (such as viewing a training video). This requirement must be fulfilled within six months of the appointment of any member.

Board and commission members are required to review the organization-wide volunteer handbook which can be found at <https://www.fcgov.com/volunteer/pdf/volunteer-handbook-2015.pdf?1449784884>. They are also required to review and become familiar and comply with the Anti-Discrimination and Anti-Harassment Policy and Code of Conduct attached to this Manual and complete the online training assigned.

### Attendance Policy

Upon the effective date of appointment, board members are obligated to attend meetings. A "meeting" shall mean any gathering of a quorum or three or more members of any board of the City, or any committee of such board, at which any public business is discussed or at which any formal action may be taken but shall not mean any chance meeting or social gathering at which the discussion of public business is not the central purpose. (City Code § 2-71)

If a member fails to attend regular board or commission meetings, the chair of the board (of if the chair is the person experiencing the attendance problems, then the vice chair) should contact the Boards and Commissions Coordinator in the City Clerk's Office so that they can work with the Council liaison to the affected board to address the issue. Any of the following shall automatically cause a member's appointment to be terminated and shall create a vacancy on the board:

- Two absences from regularly scheduled meetings of the board, if prior to the meetings where the absences occurred, the member did not submit written notification (an e-mail is sufficient) of such absences to the staff liaison.
- Absences from more than 25% of the regularly scheduled meetings of the board in any calendar year, with or without written notification (an e-mail is sufficient) to the staff liaison.
- For subcommittee meetings of the Citizen Review Board, two consecutive absences from scheduled subcommittee meetings or three absences from scheduled subcommittee meetings in a calendar year, if prior to the meetings where the absences occurred, no written notification (an e-mail is sufficient) of any such absence has been submitted to the staff liaison.

If a vacancy occurs by reason of this policy, the staff liaison shall immediately notify the City Clerk's Office. If the vacancy creates a quorum issue, a special recruitment may be conducted, and the vacancy filled by the City Council.

The City Council may approve an exception to these attendance requirements for good cause shown if the affected board member files a written request with the City Clerk's Office prior to an absence that would trigger a vacancy under this policy.

### Remote Participation

Detailed requirements about boards and commissions holding remote meetings are found in City Code § 2-73 and summarized partially below. Board and commission members must comply with these requirements.

- Quasi-judicial meetings may be conducted in whole or in part by remote technology. However, a member must be present in person to participate in and vote on quasi-judicial matters.
- For boards and commissions that are not quasi-judicial, meetings may be conducted in whole or in part by remote technology. Remote participation of a member will count towards establishing a quorum and remote participation is allowed. All votes must be conducted by roll call.



**Membership Limitations**

The following limitations and requirements (City Code § 2-76) are applied to board membership):

- No person may serve on any one board for more than eight consecutive years. If a vacancy occurs on a board, it shall be filled by the City Council for the remaining unexpired portion of the term unless otherwise specified by the City Council.
- No person will be appointed by the City Council to serve concurrently on more than one board. This limitation does not apply to committees deemed to be temporary in nature.
- All persons appointed, or reappointed, to any board shall reside within the Fort Collins Growth Management Area during their service on the board. Any member serving on a board who relocates outside of the Growth Management Area during their term of service on a board, regardless of their date of appointment or reappointment, shall resign their membership. These limitations shall not apply to applicants for, or members of, the General Employees Retirement Committee or the Affordable Housing Board appointees made by the Housing Catalyst.
- Service by employees on any board or commission referenced in Division 2, 3 of 4 of the Article III of the Fort Collins Municipal Code is governed by the City's Personnel Policies.

Boards do not have the authority to add additional members to the board or invite members of the public to sit on subcommittees.

## DUCTING BOARD/COMMISSION MEETINGS

### Election of Officers

The election of officers should be held each year during the regular meeting in May or June or at such time as any annual appointments become effective. This time frame follows the annual appointment of new members before officer elections. The Clerk’s Office suggests that new board members attend at least one meeting prior to election of officers taking place.

### Conduct of Meetings

It is important that boards conduct their meetings in a manner that is procedurally effective, efficient, and equitable. Fort Collins’ City Code specifies that “each board or commission shall conduct its business in accordance with the Charter and the Code” and that “additional procedures and requirements for boards and commissions may be listed in a Boards and Commissions Manual [the present document]” (City Code § 2-78).

The City Code provides that all type 2 advisory boards and quasi- judicial commissions may adopt rules of procedures which are not inconsistent with the Charter, the Code or other policies that may be established by the Council, including this Manual, and must be submitted to the City Attorney’s Office for review prior to adoption. Boards or commissions that wish to adopt rules of procedure should work with their staff liaisons and the City Attorney’s Office to prepare or amend rules of procedures. A copy must be filed with the City Clerk for City Council reference immediately after adoption, and they may be subject to the approval of the City Council. Boards and commissions no longer have bylaws, as the City Code governs the subjects that would typically be included in the bylaws of a board.

The Rules of Procedure described in this section of the Boards and Commissions manual are a simplified version of Robert’s Rules of Order. The instructions and information that follow are by no means a comprehensive guide, but they should orient new board and commission members to the general rules of procedure used by many boards and commissions. Staff liaisons and board/commission chairs will explain these in more detail at each meeting with new board and commission members, including any modifications to the procedures included here.

### Rules of Procedure

The following Rules of Procedure should help boards and commissions facilitate meetings more effectively by requiring the board or commission to consider one item at a time and ensuring that everyone who would like to speak may do so.

The chairperson of each board will facilitate by calling the meeting to order, presenting items for the group to consider based on the agenda, ushering the group through the agenda, and concluding the meeting when all business on the agenda has been considered by the group.

In general, board and commission members participate in meetings by one person making a motion and, if a second person seconds the motion, engaging in discussion about the item and then taking a vote of all members. Amendments to a motion may also be made. The following table describes these actions in greater detail.

<b>Motion</b>	<b>Meaning</b>
Second	Motions require that a second member of the group agrees to consider the proposal to ensure that it is meaningful to more than one person.
Amend	If a member would like to slightly change the wording of the item being debated, the member may state, “I move that we amend the item by...” and indicating the exact changes they would like the group to consider. In order for the approved amendment to be considered, the motion to amend must be seconded by another

Item 20.

	member of the group and then voted on. If the motion to amend passes, then the original motion has been successfully amended, but separate debate and voting on the original motion (as newly amended) is still required.
Participate in Debate	Any time the chair introduces an item for the group’s consideration, all board and commission members are invited and encouraged to provide make a motion. Once a motion is made and seconded or a motion is amended as described above, the chair will call on board members who wish to speak, and the group will discuss and debate the motion until all who wish to speak have spoken and a vote takes place. Importantly, chairs of City boards are permitted to participate in the debate of matters considered by the board and to vote on all motions made to the same extent and with the same effect as other members.
Voting on a Motion	The five methods used to vote are: By Voice – The Chair asks those in favor to say, “aye”, those opposed to say “no”. Any member may move for an exact count. By Roll Call – Each member answers “yes” or “no” as their name is called. This method is standard, and each vote must be recorded (Sec. 2-78 “A record shall be made of each vote by which a board or commission takes formal action.”). Roll call is required if there are any remote participants of boards/commissions present.

**Public Input**

Each board shall, at or near the beginning of each of its regular meetings, afford members of the public an opportunity to speak to any matter coming within the purview of the board, regardless of whether such matter is scheduled for consideration at that particular meeting. Time limitations for public input may be set by the chair of the board at the start of each meeting as necessary to conduct the business of the board in a timely and efficient manner.

**Open Meetings**

*Open to Public*

The City Code specifically requires that all meetings of a board, and all meetings of any committee of a board, shall be open to the public at all times. The only exception to this rule is when the board is meeting in a validly convened executive session, in which the board is permitted to meet privately to discuss certain, specific matters described in the City Code.

The term “meeting” is defined as a gathering of a quorum or three or more members, whichever is fewer, of any board, or any committee of such board, at which any public business is discussed or at which any formal action may be taken. It is important to remember that the open meeting requirements apply to more than just in-person gatherings. They also apply to telephone conference calls, social media communications, or any other means of communication where communication between more than two members about any public business takes place. However, the term “meeting” does not include a chance meeting or social gathering at which the discussion of public business is not a central purpose.

Board and commission members must avoid email exchanges that discuss public business or any matter related to their City Council-established functions, unless it is a one-on-one dialogue or regarding scheduling. Board or commission business should not be conducted outside of meetings. An email exchange between two board or commission members may be subject to disclosure under the Colorado Open Records Act.

***Notice Requirement***

The notice requirement for meetings is slightly different from the public openness requirement. Full and timely notice to the public must be given prior to the holding of any meeting of a board (or committee of a board) at which a majority



Item 20.

um is in attendance or is expected to be in attendance or at which formal action could be taken. Therefore, a gathering of three members of a seven-member board to discuss board business would be open to the public but there would be no notice requirement if a quorum of the board was not expected to be in attendance and no formal action to occur.

The City Code defines full and timely notice for regularly scheduled meetings as providing a statement with the City Clerk’s Office with the regular meeting dates, times and locations. For special meetings, irregularly scheduled meetings, or rescheduled meetings, notice of the meeting must be filed with the City Clerk’s Office and posted at least 24 hours before the time of the meeting. The City’s website is designated as the proper place for the posting of public notice of any meetings of any City boards or their committees, for which public notice is required to be given by the provisions of the Code. When possible, such notices should also be available at the City Clerk’s office at City Hall West, 300 Laporte Avenue. All meeting notices shall include information about the availability of agenda materials. The staff liaison for each board, or their designee, shall be responsible for the posting of such notice.

**Quorum Requirements**

For a board to conduct any business or take any formal action, it is necessary that a quorum of the membership be present at the meeting. A quorum consists of the majority of the total number of members specified by the City Code to comprise the board. This quorum requirement does not change even if a position on the board is vacant, and the City Council has not yet appointed a replacement. If a quorum is not present for a meeting, those present can adjourn the meeting to a later date and time. Unless otherwise provided in the City Code, members present at the meeting by remote technology shall be counted toward establishing a quorum and may participate and vote in non-quasi-judicial portions of meetings. Attendance by remote technology for purposes of establishing a quorum or participating and voting in the meeting is not permissible in quasi-judicial portions of meetings. The quorum for a board subcommittee shall be a majority of those appointed to the subcommittee unless the Charter, City Code, or the board establishing the subcommittee specifies otherwise.

<b>How Many Members Constitute a Quorum?*</b>	
 <p>Four members</p> <p><i>**These boards and commissions have 7 members, and a quorum is the four-member minimum majority of membership</i></p>	<ul style="list-style-type: none"> <li>- Affordable Housing Board</li> <li>- Art in Public Places Board</li> <li>- Citizen Review Board</li> <li>- Cultural Resources Board</li> <li>- Building Review Commission</li> <li>- Planning and Zoning Commission</li> <li>- Land Use Review Commission</li> <li>- Women and Gender Equity Board (pending)</li> </ul>
 <p>Five members</p> <p><i>**These boards and commissions have 9 members, and a quorum is the five-member minimum majority of membership</i></p>	<ul style="list-style-type: none"> <li>- Active Modes Advisory Board</li> <li>- Air Quality Advisory Board</li> <li>- Disability Advisory Board</li> <li>- Economic Advisory Board</li> <li>- Energy Board</li> <li>- Land Conservation and Stewardship Board</li> <li>- Natural Resources Advisory Board</li> <li>- Parks and Recreation Board</li> <li>- Senior Advisory Board</li> <li>- Human Services and Housing Funding Board</li> <li>- Historic Preservation Commission</li> <li>- Human Relations Commission</li> <li>- Water Commission</li> <li>- Women and Gender Equity Advisory Board</li> </ul>
<p>*Because the Youth Advisory Board (“YAB”) may change in size from time to time, a quorum for the YAB shall be dependent on the number of the appointed board members at the time of the meeting. A quorum for the YAB shall be a majority of the number of appointed board members.</p>	

## **Agenda**

The staff liaison is responsible for creating and distributing the agenda with relevant supplemental documents and presentations for any meeting of a board (or committee of a board). The agenda must be open to public inspection, and a copy must be filed with the City Clerk. A summary agenda must also be filed with the City Clerk's Office.

## **Minutes**

The staff liaison or their designee is responsible for taking minutes at any meeting of a board (or committee of a board) at which the adoption of any proposed policy, position, resolution, rule, regulation, or formal action occurs or could occur. The minutes must be open to public inspection, and a copy must be filed with the City Clerk upon approval. Section 2-75 of the City Code requires that approval of minutes shall occur no later than the next regular meeting of the board or committee, except in those instances when an audio or video recording has been made and maintained. Discussions that occur in an executive session shall be subject to the same audio recording requirements and related procedures and regulations as are contained in Section 2-33 of the City Code pertaining to executive sessions of the City Council and its committees. The minutes of a meeting during which an executive session is held shall reflect the topic of the discussion at the executive session.

### ***Approval of Minutes***

Board members are responsible for approving the previous meeting's minutes at each regular meeting. If board members would like to make any additions, deletions, or corrections to the minutes, they should present these changes during the agenda time slotted for approving the minutes. A motion should be made and seconded to approve the minutes of the last meeting as amended. The minutes should contain the date that they were approved by the board.

## **Executive Sessions**

The holding of an executive session is the only time that a meeting of a board may lawfully be conducted privately. Because of the strong interest in maintaining an open and public government, the City Code and the courts have strictly limited the use of executive sessions to certain predetermined situations involving sensitive or private information (i.e., ongoing litigation, conflicts of interest, property acquisitions, personnel matters, competition in the electric utility industry, etc.). For most boards, the use of executive sessions is rare, and board members should obtain advice in advance from their City staff liaison and the City Attorney's Office if they contemplate holding an executive session.

## **"Super Issue" Meetings**

The City Code sets out a process for engaging boards and commissions in discussion of broader policy issues and matters not specifically identified in the stated function of each board or commission. These meetings have been dubbed "super issue" meetings, providing an opportunity for boards and commissions to come together to learn about and discuss key topics or issues.

All members of boards and commissions are invited to attend super issue meetings. No formal action is taken at these meetings. It is possible that three or members of any particular board or commission may be in attendance at these meetings. Meetings are open to the general public; however, the public is invited to observe but not participate. Currently, super issue meetings are scheduled on an as-needed basis.

**REPORTING REQUIREMENTS – WORK PLANS AND ANNUAL REPORTS****Work Plans**

The City Code requires all boards to file work plans on or before November 30 for the following year. Work plans are filed with the City Clerk.

Work plans should set out major projects and issues for discussion for the following year. Timelines and scopes of review should be provided when possible. If appropriate, a prediction of the action the board plans to take should be included. Work plans should be concise and easily readable. The City Council will review the work plan for each board.

It is important for work plans to include all items that the board or commission intends to work on due to the additional administrative processes that must take place when boards request City staff support for items not listed on their annual work plans. To request that staff initiate and dedicate time to policy investigation, consideration of an ordinance, or other significant projects not on the board's work plan:

- The request must be supported by a majority of the entire board.
- If a majority agrees, the board should first contact the City Manager and Council liaison.
- The City Manager and Council liaison will work with the board to seek direction from the Council subcommittee or the full Council on the appropriateness of the request and will provide direction on whether staff should proceed.

**Annual Reports**

Each board is required, by City Code, to prepare an annual report on or before January 31 of each year for the previous year.

Annual reports should directly correspond to the work plan prepared by the board for the year. The status of each item identified on the work plan should be included, along with other items of business conducted by the board. Annual reports are filed with the City Clerk for distribution to the City Council.

## BOARDS AND COMMISSIONS YEARLY PLANNING CALENDAR

The following calendar summarizes annual deadlines and functions:

<b>Board/Commission Deadlines</b>	
<b>January</b>	Annual Report due January 31 (Required by City Code)
<b>February</b>	Interviews for new board and commission members
<b>March</b>	Appointment of new members
<b>April</b>	Schedule Periodic Review to meet June or July deadline (NOTE: This is required once every 4 years per board – Clerk’s Office will contact applicable boards)
<b>May</b>	Election of officers (May or June)
<b>July</b>	Review adopted Council Priorities and Initiatives
<b>August</b>	Begin creating or modifying Work Plans
<b>September</b>	Annual Review begins in September
<b>October</b>	Annual Informational Session Event (TBD)
<b>November</b>	Work Plan due November 30 (Required by City Code)
<b>December</b>	Begin working on the Annual Report
	Recruitment opens
Note: This calendar is not meant to be all-inclusive.	

### Annual Review Schedule

The Public Engagement Specialist in the City Clerk’s office will begin a high-level review and assessment of boards and commissions in September. A report will be provided to City Council.

## MUNICIPATION, MEDIA, AND PROMOTIONAL EVENTS

The City's Communications and Public Involvement Office (CPIO) may offer support to Boards when public education or promotion is outlined as a function of a Board's duties as outlined in the City Code. Before a board may seek the support of the CPIO, it must have the prior consent of the staff liaison in their sole discretion.

According to Article III of Chapter 2 of the City Code, the following boards and commissions have Council-designated public education or promotional functions:

- Affordable Housing Board
- Disability Advisory Board
- Human Services and Housing Funding Board
- Human Relations Commission
- Historic Preservation Commission
- Natural Resources Advisory Board
- Parks and Recreation Board
- Senior Advisory Board
- Youth Advisory Board

If you have questions about whether the proposed outreach is within the scope of your authorized functions under the City Code, your staff liaison should contact the City Attorney's Office for guidance.

### Promotional Guidelines

If the City Code permits a Board to engage in promotional activities set forth in these guidelines, members must work through their staff liaison to discuss publicity options and whether there are City budget dollars available to City staff before issuing any promotion, advertising, marketing materials, or similar communications.

If the staff liaison determines it is warranted, they may contact CPIO for review/approval of any communication, including both content and graphics, that will be external facing. Unfortunately, CPIO does not have funding for advertising, marketing materials or other paid promotional requests for individual Boards. CPIO may decline requests for promotional support due to time constraints and lack of capacity. If CPIO cannot offer support, CPIO may approve and recommend consulting a third party on a case-by-case basis.

### ***Frequently Asked Questions:***

#### Can Boards pursue social media communications?

- Individual social media accounts are not permitted for individual boards and commissions. Boards are encouraged to work with their staff liaisons to have City sponsored/approved content shared on existing, established City social media accounts.

#### How can Boards communicate through webpages?

- Boards should utilize their current City Boards webpage instead of creating external webpages.

#### How can Boards promote events?

- Boards are encouraged to create flyers or other promotional materials in coordination with their staff liaisons and link them to their existing City Boards webpage as the City does not create individual webpages for such events.

#### How can Boards request video?

- Video requests should be coordinated through your staff liaison and FCTV.

#### How can Boards request photography or posters for public events?

- Boards can file requests through their staff liaison, and assistance from CPIO will depend on capacity and availability.



How do Boards secure funding for outreach?

- Funding, if available, is the responsibility of the staff liaison's department.

How can Boards pursue advertising services?

- If the budget provides funding for Board activities that are permitted by their charter, the Board may pursue advertising, working with the staff liaison. Any advertising involving the City organization should always be reviewed by CPIO.

How should Boards use their logo?

- If communication comes directly from a Board (rather than some other part of the organization), the City Board [logo](#) should always be used.

Can Boards advocate for the passage or defeat of a state or local ballot issue?

- Once a measure has been placed on the ballot, no Board can use public funds, resources, or City time to advocate for passage or defeat of the measure, including City equipment, materials or staff time. This does not apply to personal activities of Boards members on their own time when not representing the City.

What are the guidelines for boards hosting an educational or promotional event?

- For event booking, Boards are strongly encouraged to prioritize City venues over spaces managed by other organizations. City venues meet various accessibility standards that alternative facilities may not meet. City venues also have a vetted audio/visual setup, which decreases the likelihood of technical complications or limitations. Please consult the list of [available rental facilities and spaces](#) for booking details for City venues.

## CODE OF CONDUCT

The success or failure of the efforts of a board often depend on cooperation among the individual members of the body, other board members, City staff, and the public. City boards and commissions are comprised of individuals with diverse backgrounds with different communication styles, and members should be sensitive to the physical differences, sexual orientation, gender expression, political ideology, and even different personalities in their group. Expectations about how appointed members should conduct themselves are described in the Code of Conduct. The process for filing complaints or seeking resolution under the Code of Conduct is described in the City Code § 2-580.

Members shall not make personal, impertinent, profane, vulgar, slanderous, intimidating, or harassing remarks that disturb, disrupt, or impede the conduct of the meeting or the board or commission's completion of its business. Similarly, threats of violence or harm, or abusive language, and racial or ethnic slurs directed at any person or group of persons, are prohibited.

All board and commission members are expected to abide by the standards set forth in the organization's Anti-Discrimination and Anti-Harassment Policy, revised in 2023, City Council's rules for their own meetings, and the City's guidelines for ethical conduct regarding conflicts of interest.

### **Anti-Discrimination and Anti-Harassment Policy**

In February 2019, the City Council adopted the Respectful Workplace Policy. The policy addresses respectful conduct by City Councilmembers and by those appointed by City Council (including direct report employees and board and commission members). In 2023, the Council considered and approved amendments to that policy, including a change to the name of the policy to the Anti-Discrimination and Anti-Harassment Policy ("ADAHP"). The ADAHP establishes the City Council's policy related to harassment, discrimination, and retaliation; the process to be followed when a complaint is made; and the alternatives available for a complaining party to report an alleged violation of the Policy. It identifies possible outcomes or options available in the event harassment is substantiated. The ADAHP shown in Exhibit B is attached hereto and incorporated herein by this reference.

### **Ethical Conduct and Conflicts of Interest**

The members of City boards are subject to certain rules of ethical conduct established by the City Charter and Code. The following summary highlights the primary areas of concern addressed by these rules. Members should read and become familiar with the Ethical Rules of Conduct in their entirety, which apply to all board and commission members, and are found at City Code §§ 2-575 through 578. When in doubt, a board member should consult with the City Attorney's Office for clarification of any applicable regulations. Also, a board's Council liaison is permitted under the City Code to submit an inquiry to the Ethics Review Board on behalf of a board member for an advisory opinion and recommendation. Ultimately, each member is responsible for their own compliance with all applicable laws and regulations.

#### ***Conflicts of Interest***

A board member must refrain from voting on or attempting to influence any decision in which they have a financial or personal conflict of interest. Additionally, when a conflict exists under the rules contained in the City Charter, the member should file with the City Clerk's Office a written statement of disclosure as soon as the conflict of interest is discovered. A copy of the disclosure form is included with these materials and additional forms may be obtained from the City Clerk's Office.

Generally, a board member has a financial interest in a decision when the decision entails some foreseeable, measurable financial benefit to the individual member or relative.

Even if a member does not have a financial interest in a decision or recommendation, a personal interest may also create a conflict of interest. The test for a personal interest is whether, in the judgement of a reasonably prudent person, the board member would realize or experience some direct and substantial benefit or detriment different in kind from that experienced by the general public. In applying this test in a

business context, a board member should check with the City Attorney's Office before participating in any decision which directly and substantially benefits a business in which the member either has a substantial financial interest or is engaged as a consultant or representative. Or, if a decision of the City might directly and substantially affect a particular business to its economic detriment, and a board member has a substantial financial interest in a competing firm, the member should also exercise caution in deciding whether to participate in the decision.

In any action in which a board member declares a conflict of interest, that member shall not communicate to or attempt to influence the board regarding that item, in any capacity, except that:

- The member may communicate with the board to protect a strictly personal interest, in the same or similar ways in which the public is permitted to communicate with the board;
- The member may prepare materials on behalf of another for a project in the normal course of business or operation, so long as the purpose of those materials is not directly and substantially related to advocacy before the member's board. Those materials may be included in materials submitted by another to said member's board so long as they fall within this exception. For example, such materials may include architectural plans, technical studies, and engineering designs.
- If a member has declared a conflict of interest in a matter in accordance with the City Charter and City Code, and so is prevented from participating in or influencing the decision of the board, the member may request a variance from these limits from City Council, in the following circumstances and manner: the member must submit a variance request to the City Clerk on a form provided by the Clerk, the member must demonstrate that without the variance, the member would suffer hardship, and that no reasonable alternative exists that would allow for the hardship to be avoided or substantially mitigated, and the City Council must act by resolution to approve or disapprove the variance.
- These limitations do not apply to other members, partners, or other parties of the member's firm or entity, who may continue to work on the project and may advocate to the member's board, provided that the member has declared the conflict of interest and refrains from participating in the matter consistent with the applicable limitations.

Nothing prohibits a board member from interacting with City staff regarding a particular matter, after declaring a conflict of interest regarding that matter, so long as the member is not:

- Acting in their role as a board member; or
- Seeking special consideration, treatment or advantage in the interpretation, administration, or enforcement of the Charter, Code, any City regulation, policy, or program or in the provision of public services.

If a board member has declared a conflict of interest, the disclosure of related confidential information to that member is prohibited.

Certain exceptions to the general rules pertaining to financial and personal conflicts of interest are contained in Article IV, Section 9(a) of the City Charter.

### ***Contracts with the City***

The Charter prohibits board members and their relatives from having a financial interest in sales to the City, but only if they exercise, directly or indirectly, any decision-making or supervisory authority regarding the goods or services to be sold to the City. (City Charter art. IV, § 9).

As to purchases from the City, such purchases are permitted only when the property is offered for sale at an established price and not by bid or auction, and the purchase must be on the same terms and conditions as would be available to all members of the general public.

***Disclosure of Confidences***

Board and commission members sometimes receive confidential information from City staff, including but not limited to attorney-client privileged communications. Such information must not be disclosed to any person who is not an officer or employee whose official duties are unrelated to the subject matter of the confidential information. Also, such information should not be used for the private benefit of the board member or any other individual. Additionally, disclosure of the information is prohibited and permissible in specific circumstances described in City Code § 2-568.

***Gifts and Favors***

The acceptance of honoraria (compensation for speech or participation in public events as an official of the City) is prohibited. The acceptance of any other gift or favor from persons doing business with the City or desiring to do business with the City is also prohibited if the gift or favor might reasonably be construed as compensation for an official decision or as something that would tend to impair the board member's independence of judgment in the performance of their official duties. The following specific items are excluded from the definition of prohibited gifts or favors and may be accepted:

- Nonpecuniary (non-monetary) awards presented by a nonprofit organization in a public setting and in recognition of public service.
- Reimbursement for expenditure for travel-related expenses and subsistence at which a member is scheduled to participate.
- Reimbursement or acceptance of an opportunity to participate in a social function or meeting offered to the member and which is not extraordinary when viewed in the light of the position held by the member.
- Perishable or nonpermanent items that are insignificant in value, such as meals, lodging, travel expenses, and tickets to sporting, recreation, educational or cultural events valued at no more than \$74.
- Payment of salary.
- Campaign contributions reported as required by Chapter 7, Article V of City Code.

For more information, see City Code § 2-568(c)(4).

***Indemnification***

Board and commission members may face the possibility of lawsuits being filed in connection with their actions taken as board or commission members. In certain circumstances described in City Code, the City is obligated to pay the costs of defense of such suits and to pay for all judgments and the settlement of claims. In general, the risk of a lawsuit is reduced when members act within the scope of their power granted by the City Code, engage in informed and deliberative decision-making, consult with City staff as necessary, and operate within their ethical obligations. See City Charter art. IV, § 9 and City Code §§ 2-568 and 2-611.

This protection does not apply when:

- A member acts outside of their official capacity or outside the scope of powers granted to the member by the City Code.
- A member acts in a willful or wanton manner, meaning the member's conduct is purposefully committed and the member realizes the conduct is dangerous, done heedlessly and recklessly without regard to consequences or of the rights or safety of others.
- A member compromised or settled a claim without the City's consent.
- A member fails to notify the City of a lawsuit within 15 days of service if the City is not a named party.
- The claim against the member is criminal or related to a contract issue.

A complete list of exceptions to this protection can be found in City Code § 2-611(1) – (7). For more information, members may contact the City Attorney's Office.

**Ethics Complaints**

Any Councilmember may ask the Ethics Review Board to evaluate an inquiry related to how ethical rules of conduct apply to any actual or hypothetical situation of a Councilmember or board member.

In addition, any person who believes a board member has violated any provision of state law, the Charter or Code pertaining to ethical conduct may file a complaint with the City Clerk, who shall immediately notify the chairperson of the Ethics Review Board, the board member named in the complaint, the City Council and the City Attorney. Each complaint shall name only one board or commission member as its subject.

The City Clerk must schedule the complaint for consideration by the Ethics Review Board as soon as reasonably practicable. The Review Board will meet and consider the complaint within thirty (30) working days after the date of filing of the complaint. If extenuating circumstances arise in the scheduling and preparation for such a meeting, the Review Board must meet as soon as reasonably practicable.

The City Clerk gives written notice of the scheduled meeting for initial review of the complaint to the board or commission member named in the complaint, as well as the complainant, the chair of the board or commission of which the subject of the complaint is a member, and the City Council, at least three (3) working days prior to the meeting. A notice of the complaint, including the identity of the complainant, is also posted along with the meeting notice.

Upon receipt of any such complaint, the Review Board, after consultation with the City Attorney, must decide by majority vote whether to formally investigate the complaint. In making such determination, the Review Board must consider the screening criteria set out below. If the Review Board determines that the complaint does not warrant investigation, the Review Board sends written notice to the complainant of its determination and the reasoning behind that determination, and provides a copy of the notice, together with a copy of the complaint, to the board or commission member named in the complaint, as well as the chair of the board or commission of which the subject of the complaint is a member, and the City Council.

If a complaint proceeds to investigation after the initial review, in performing its review and investigation of any complaint or inquiry submitted, the Review Board must afford all affected board and commission members an opportunity to present their interpretations of the facts at issue and of the applicable provisions of law before rendering its opinion and recommendation. Prior to reaching a decision on the merits of a complaint, the Review Board must provide the complainant an opportunity to present facts and argument in support of the complaint; however, it is not necessary for the Review Board to conduct a full public hearing and take public input on a complaint.

The Review Board may also request such additional materials or information from City staff or members of the public which it considers reasonably necessary or helpful to its deliberations. In addition, the Review Board shall have the power to compel by subpoena the attendance and testimony of witnesses and the production of such documents as the Review Board may consider necessary to its investigation. After investigation, the Review Board must promptly issue an opinion and recommendation to the City Council, to be filed with the City Clerk and available for public inspection. Then, the opinion and recommendation are submitted to City Council for consideration at a regular City Council meeting, at which time the City Council either adopts the opinion as a final ethics opinion of the Council, or chooses not to adopt it.

The determination as to whether a complaint merits investigation and further action shall be made on the basis of one or more of the following considerations:

- i. The City Council has no jurisdiction over the individual(s) alleged to have violated the relevant ethics provision;
- ii. The alleged violation, even if true, would not constitute a violation of the relevant ethics provisions;

- iii. The allegations of the complaint were previously asserted in another complaint that is already being considered or was resolved by the Review Board and/or City Council;
- iv. The alleged violation, even if true, is minor in nature and fails to justify the use of public resources to investigate or prosecute;
- v. The allegations of the complaint involve actions or events that occurred more than one (1) year prior to the date of the filing of the complaint and, due to the passage of time and the likely unavailability of evidence, witnesses, and witnesses' recollections, investigation and prosecution of the complaint will not justify the use of public resources, except that complaints based on conduct resulting in a criminal conviction (regardless of the type of plea entered) or entry into a plea agreement subject to a deferred prosecution, deferred judgment, or deferred sentencing agreement may be referred to an appropriate enforcement agency;
- vi. The complaint is, on its face, frivolous, groundless, or brought for purposes of harassment;
- vii. The alleged violation is unlikely to be proven by the required standard of preponderance of the evidence due to the evidence consisting of conflicting oral testimony and unverifiable statements;
- viii. The person who is the subject of the complaint has admitted wrongdoing and made or committed to make sufficient redress or remedy satisfactory to Review Board or City Council;
- ix. The matter has become or will become moot because the person who is the subject of the complaint is no longer a board or commission member or will no longer be a board or commission member prior to the conclusion of any consideration or investigation of the allegations in the complaint;
- x. The person who is the subject of the complaint previously obtained an advisory opinion under this code of ethics that identified the conduct as not being in violation of the code of ethics; or
- xi. The City Council has elected to refer the complaint to another agency with jurisdiction of the allegations of the complaint and such referral will better serve the public interest (e.g., law enforcement, district attorney, state or federal attorney general; or department of justice).

The City Attorney advises the Review Board and prepares and executes all advisory opinions and recommendations of the Review Board.

Compliance with the ethics provisions of the Charter and Code and state law, as well as decisions regarding the existence or nonexistence of conflicts of interest and the appropriate actions to be taken, is the responsibility of each individual board and commission member.

An opinion adopted by the City Council under Subsection (e) of § 2-569 of the City Code constitutes an affirmative defense to a civil action or possibly a criminal action or any other sanction against a Councilmember or board or commission member acting in reliance it.

More information can be found in City Code § 2-569.

### ***Abuse of Public Office***

In addition to the requirements mentioned above, there are also state criminal statutes that make it an offense to abuse public office. In general, state law prohibits a public servant, which includes any person performing a governmental function or appointed to perform a governmental function, from soliciting, accepting, or agreeing to accept a bribe intended to influence their vote, opinion, etc. See Colorado Revised Statutes §§ 18-8-301 to 18-8-308. State law also generally prohibits a member from misusing official information to their financial benefit. See Colorado Revised Statutes §§ 18-8-401 to 18-8-409.

Violations of these laws may subject the board or member to criminal prosecution by the District Attorney and may result in criminal penalties.

**Checklist**

The following questions are suggested when examining a potential conflict of interest or question of ethical conduct. If the answer to the question is “yes,” the board or commission member should avoid participating in the decision or engaging in the proposed transaction:

- Sales to the City: Will I or my relative or my business receive some foreseeable, measurable financial benefit? Am I involved in procurement or supervision for the sale?
- Purchases from the City: Am I, or is my relative, buying this at auction? Are we buying it under any different terms and conditions than would be available to members of the general public?
- Financial Interest in a Decision: Will I or my relative or my business receive some foreseeable, measurable financial benefit?
- Personal Interests: Would a reasonably prudent person believe that I or my relative will realize or experience some direct and substantial benefit or detriment from this decision that is different in kind from that experienced by the general public? Will the business that either of us represents directly and substantially benefit? Will a competing firm be directly and substantially harmed?
- Gifts or Favors: Is this gift or favor being offered to me because of a decision I have made or am about to make? Would a reasonably prudent person think that this gift or favor would impair my independence of judgment? (Before deciding to accept a gift, it should fit under one of the exemptions in City Code § 2-568(c)(4).)
- Confidences: Am I about to use or disclose a confidence which, in the judgment of a reasonably prudent person, would injure the interests of the City? Will I be using it for private gain, either for myself or for another person? Is this information marked as confidential? Is this information subject to the attorney-client privilege? For other examples of confidential information, see City Code § 2-568.

**ANNEX A: BREAKDOWN OF BOARDS AND COMMISSIONS****Active Modes Advisory Board**

Effective January 1, 2024, the Active Mode Advisory Board advises the City Council and City staff on all matters pertaining to active modes of transportation. The Board advises and makes recommendations to City staff and the City Council concerning the expenditure of City funds for active modes of transportation. The Board periodically coordinates its work with the Transportation Board to support the City's efforts to create a balanced transportation network. This coordination is intended to provide an integrated review of transportation issues. The Board also promotes public use of active modes and public education on City-wide active modes issues.

**Affordable Housing Board**

The Affordable Housing Board advises the City Council and City staff on all matters pertaining to affordable housing issues of concern to the City; advises and makes recommendations to City staff, the Human Services and Housing Funding Board, and the City Council concerning the expenditure of City funds for affordable housing; aids and guides the development of City-wide affordable housing programs to address currently existing and potential affordable housing issues; promotes citizen participation and public education on City-wide affordable housing issues; and is to be aware of and coordinate with the various other City boards, commissions and authorities, City departments, and other organizations and entities whose actions may affect affordable housing in the community.

**Air Quality Advisory Board**

The Air Quality Advisory Board advises the City Council regarding policies, plans and programs to improve and maintain the city's air quality. The Board may, without limitation, biennially review air quality indicators; review and recommend revisions as needed to the Air Quality Policy Plan, and to any other City plans that may have significant impacts on air quality; and advise the Governor-designated lead agency for air quality planning on matters pertaining to the Fort Collins element of the State Implementation Plan. The Board may also convene ad hoc citizen task groups to provide additional technical expertise to the Board for the planning of specific strategies. The Board coordinates its work with the Transportation Board, Natural Resources Advisory Board and the Planning and Zoning Commission.

**Art in Public Places Board**

The Art in Public Places Board advises and makes recommendations to the City Council regarding incorporation of works of art into construction projects and regarding expenditures from the art in public places reserve account for artists, works of art and sites for placement of works of art, following established and published guidelines; advises and makes recommendations to the City Council regarding the acceptance of offers to donate art to be placed in public areas; and advises and makes recommendations to the Community Services Director and the City Council as to rules, regulations, guidelines, policy, administrative and budgetary matters pertaining to the Art in Public Places Program.

**Building Review Commission**

The Building Review Commission is charged with the responsibility to hear appeals and requests for variances related to the Fort Collins building codes and contractor licensing regulations. The BRC hearing provides a formal recourse to building permit and contractor license applicants who disagree with an interpretation or ruling by the Fort Collins Building Official. The BRC is authorized to rule in favor of the applicant and to approve alternative building methods and materials that are not specifically prescribed in the building codes. This board may also revoke or suspend a contractor license when it determines that a licensee has violated the building codes or licensing rules. In an advisory capacity, the BRC makes recommendations to City Council concerning the revision of existing codes or the adoption of new building codes and contractor regulations.

**Citizen Review Board**

At the request of the City Manager or the Chief of Police the Citizen Review Board makes recommendations concerning interpretation of police policies and procedures. The Board reviews internal investigations where a peace officer is alleged to have used force, discharged a firearm, committed a crime, when a person sustained severe injury, death, or alleged their civil rights were violated by a peace officer, or other investigations requested



Item 20.

City Manager or Police Chief. Use of deadly force would be a mandatory review by the Board even if no complaint is filed. The Citizen Review Board also offers reviews for other law enforcement agencies operating within the City and makes annual reports to the City Council and City Manager concerning activities and recommendations of the Board.

### **Cultural Resources Board**

The Cultural Resources Board's functions are to advise and make recommendations to the Director of Cultural Services and Facilities and the City Council as to rules, regulations, policies, administrative and budgetary matters pertaining to the Cultural Services Department's programs, services and facilities (which include the Lincoln Center, Museum of Discovery and The Gardens on Spring Creek); to review proposals for funding from the Cultural Development and Programming Account and the Tourism Programming Account (Fort Fund), following established and published guidelines, and to submit recommendations regarding such proposals to the City Council to be approved by the City Council by resolution; to advise and make recommendations to the City Manager regarding any proposed revisions to the guidelines used by the Cultural Resources Board to make Fort Fund recommendations and to assist, advise and make recommendations to the Director of Cultural Services and Facilities and the City Council on arts and culture related matters and regarding opportunities to promote awareness, understanding, and appreciation for, the value of cultural resources in the community.

### **Disability Advisory Board**

The Disability Advisory Board serves as an advisor to the City Council to provide recommendations to assure compliance with Section 504 of the Rehabilitation Act of 1973, the 1990 Americans with Disability Act (ADA), the Fair Housing Act and other legislation relating to persons with disabilities. In its role as an advocate for citizens with disabilities, the Disability Advisory Board develops educational programs to acquaint citizens with issues affecting individuals with disabilities; forms special committees to review and address particular issues; communicates with other board to generate ideas helpful to the City Council; educates City employees about access issues affecting individuals with disabilities; recommends to the City design requirements that ensure accessibility; helps the City establish conditions and practices that contribute to employing individuals with disabilities; and serves as advocates among City employees, private businesses and the community on behalf of individuals with disabilities.

### **Economic Advisory Board**

The duties and functions of the Board are to advise the City Council on matters pertaining to the economic health and sustainability of the City, including, events and trends occurring outside the Fort Collins community that may affect the local economy, immediate and long-term threats to the local economy, ways in which to enhance the City's competitive position in relation to other communities, and possible partnerships with other public and private entities; to recommend programs and strategies that may enhance the economic health and sustainability of the City; to be aware of and coordinate with other City boards whose actions may affect the economic health and sustainability of the City; and to advise Council on existing or proposed policies, practices or regulations of the City that may affect the local economy.

### **Energy Board**

The duties and functions of the Board are to advise the City Council and staff regarding the development and implementation of the City's energy policy; advise the City Council and staff in developing City policies that encourage the incorporation of energy conservation and efficiency, carbon emissions reduction, and renewable energy into the development and provision of City utility services, the design and construction of City transportation projects, and the way in which the City impacts the overall built environment within the City; to advise the City Council and staff regarding the alignment of energy programs and policies with City, ratepayer and community values and service delivery expectations; to advise the City Council and staff regarding the recommendations for improvements to City energy systems; to coordinate with other City boards regarding energy issues; to advise the City Council and staff regarding budgetary, rate-making and operational matters related to the electric utility; and to annually review and provide advice to City Council and staff on the City's Legislative Policy Agenda regarding energy and energy-related carbon issues.

### **Historic Preservation Commission**

The Commission performs all duties relating to preservation of historic landmarks as set out in Chapter 14 of the Code, including the designation of sites, structures, objects or districts as landmarks and the review and approval or rejection of plans for the construction, alteration, demolition or relocation of any such site, structure, object or district. Decisions of the Commission are final unless appealed to the City Council. The Commission also performs the following additional functions: (1) to promote awareness and understanding of, and appreciation for, the value of historic resource preservation in contributing to the quality of life in the City, and actively encourage property owners to voluntarily designate their properties as historic landmarks; (2) To advise the City Council and City staff with regard to the identification and evaluation of historic resources within the Growth Management Area and provide information regarding the significance of the resources, the nature and degree of threat to their preservation, and methods for their protection; (3) to advise the City Council and City staff with regard to appropriate policies, incentives and regulations for encouraging and/or requiring preservation and rehabilitation of historic resources; (4) to coordinate with the various other City boards and City staff members whose actions may affect the preservation of historic resources in the community; (5) to provide advice and, if required under the Land Use Code, written recommendations to the owners of eligible historic properties, and of properties located near eligible historic properties, regarding historically appropriate design and site planning for additions, alterations, and new construction in the City; and (6) To provide advice and written recommendations to the appropriate decision maker and/or administrative body regarding plans for properties containing or adjacent to sites, structures, objects or districts that have been determined to be individually eligible for local landmark designation or for individual listing in the State or National Registers of Historic Places, are officially designated as a local or state landmark, or are listed on the National Register of Historic Places; or are located within an officially designated historic district or area.

### **Human Services and Housing Funding Board**

The HSHF Board advises the City Council and City staff on matters pertaining to the Department of Housing and Urban Development's Community Development Block Grant (CDBG) and Home Investment Partnership (HOME) Programs, and on all matters pertaining to human services issues of concern to the City; it assesses the community development needs of low- and moderate-income individuals and families and suggests programs to meet those needs; and provides recommendations to the City Council and City staff concerning the expenditure of federal and City funds for human services and affordable housing, including CDBG and HOME funds received from the Department of Housing and Urban Development, and City Human Service Program and Affordable Housing Fund moneys, taking into consideration the City's Strategic Plan objectives.

The City receives about \$1.5 million from HUD and just under \$1 million from the General Fund annually. Program funds are typically used for housing, human services, and community development programs, projects, and activities.

### **Human Relations Commission**

The Human Relations Commission was established by City Council to promote the acceptance and respect for diversity through educational programs and activities, and to discourage all forms of discrimination based on race, religion, age, gender, disability, etc. The commission's functions are (1) to promote positive interaction among all City residents and to discourage all forms of discrimination based upon the diversified values and individual differences of such residents by: developing and promoting educational programs and activities that advocate awareness and respect for diversity, cooperating with and providing leadership and support for other groups interested in promoting value and respect for diversity and positive intergroup relations, educating City residents about existing local, state and federal laws dealing with discrimination and diversity, reviewing proposed legislation, policy changes or other governmental action at the federal, state or local level which may affect human rights in the City and making recommendations to the City Council regarding the same, and recommending to the City Council such actions as may be necessary or advisable to achieve equal employment opportunities, housing opportunities and public accommodation opportunities for all persons, and positive community relations in all fields of governmental endeavor; (2) to assist residents of the City in utilizing the complaint procedure under the human relations provisions of the Code and to hear appeals from decisions of the City Manager under such provisions (3) to facilitate the review of citizen complaints concerning the actions of City police officers or community service

; and (4) to make periodic reports to the City Council concerning the activities and recommendations of the Commission.

### **Land Conservation and Stewardship Board**

The Land Conservation and Stewardship Board advises City Council regarding policy and budgetary matters pertaining to the Natural Areas Program, including but not limited to the expenditure of Open Space, Yes! and Larimer County Help Preserve Open Space dedicated sales tax revenues, advises Natural Areas Program staff and the City Council in connection with the proposed acquisition or disposition of land, interests in land, interests in water and other interests in real property for the Natural Areas Program; advises Natural Areas Program staff regarding the development of management plans and public improvements for Natural Areas Program properties; upon request of the City Manager or at the direction of the City Council, advises City Council regarding any positive or negative impacts that particular plans or projects of the City or of other public or private entities may have on Natural Areas Program properties or properties that may be of interest to the Natural Areas Program; and upon request of the City Manager or at the direction of the City Council, advises City Council in connection with the proposed acquisition or disposition of land, interests in land, interests in water and other interests in real property for City programs other than the Natural Areas Program.

### **Land Use Review Commission**

The Land Use Review Commission has the authority to hear and decide appeals from and review any order, requirement, decision or determination made by an administrative official charged with enforcement of the regulations established by the Land Use Code, and to authorize upon appeal variances from certain provisions of the Land Use Code.

The Commission may grant variances when the members determine that there is some unusual feature of a property or some other exceptional situation unique to a property which creates an unfair burden to the applicant. Such features may include physical conditions like exceptional narrowness, shallowness, or topography. Additionally, the Commission may grant a variance upon finding that the proposal will promote the general purpose of the standard for which the variance is requested equally well or better than would a proposal which complies with the standard for which the variance is requested. No variance can be granted which is determined to be a substantial detriment to the public good.

### **Natural Resources Advisory Board**

The Natural Resources Advisory Board advises City Council on all matters pertaining to natural resources and environmental protection issues of concern to the City; analyzes various natural resources issues and aids and guides the development of city-wide natural resources programs to address currently existing and potential natural resources and environmental issues; promotes citizen participation and public education on city-wide natural resources and environmental protection issues; and coordinates with the various Sustainability Services technical advisory committees.

### **Parks and Recreation Board**

The Parks and Recreation Board advises and makes recommendations to the Community Services Director and the City Council on rules, regulations, policies, administrative and budgetary matters pertaining to parks and recreation (including golf courses and excluding cemeteries); assists the City in cooperating with the Poudre School District and other organizations and individuals interested in the City's parks and recreation programs; and promotes community awareness and understanding of, and appreciation for, the value of parks and recreation as a resource contributing to the quality of life in Fort Collins.

### **Planning and Zoning Commission**

The Planning and Zoning Commission's responsibilities include advising the City Council on zoning, annexations, major public and private projects and any long range planning activities (such as City Plan or subarea plans) that require Council approval. The Commission can cooperate with school, county and any other planning and zoning commissions and, with the approval of the City Council, enter into agreements to promote uniform planning and zoning within and without the City. The Commission also takes final action to approve, disapprove or approve with

plans planning items in accordance with the City Code and Charter subject to appeal to the City Council.

### **Retirement Committee**

The General Employee's Retirement Committee's charges are: manage/administer the Retirement Plan for members and retirees and manage accumulated Retirement Fund money; determine the eligibility in credited service of members under Plan rules; interpret the Plan's provisions; and authorize payment of retirement benefits and bills for expenses of Plan and Committee. The Committee sets the policies and procedures for these responsibilities and directs staff personnel and actuarial consulting firm to carry out the functions. The Committee also: seeks information and advice to benefit the Plan and members; recommends Plan changes to City Council for approval; recommends to City Council enhancements to the Plan's provisions and benefits; educates Committee's and Plan's members; keeps abreast of legislation that could affect the Plan; keeps the members informed of their current/projected benefits; encourages Plan members to accumulate other sources of retirement income; and provides minutes of each meeting and files documents as required.

### **Senior Advisory Board**

The Senior Advisory Board is comprised of individuals of all ages who share a concern for the aging members of our community. The Board serves as a supporting agency for all senior citizen services and activities in the City; publicizes and supports present senior citizen services and activities in the community; investigates and makes recommendations regarding new senior citizen services and activities; encourages new senior citizen programs and, if asked to do so, participates in the planning and development of such programs; encourages and supports widespread opportunities for more meaningful and useful participation of senior citizens in community activities and programs; establishes and maintains communication with local, state and national groups and government agencies concerning senior citizens; advocates policies and practices within the community that respect and consider the needs and interests of senior citizens; and works to dispel stereotypes about aging through education and awareness activities.

### **Transportation Board**

The Transportation Board advises the City Council on the City's transportation policies and system, including, but not limited to, transportation planning, alternative modes planning (including bikeways, pedestrian facilities, transit, air transportation and van- and car-pooling), capital improvement projects, downtown parking management and other transportation issues as identified in the Board work plan; and reviews the City's interaction with federal, state and county government, as well as North Front Range Transportation and Air Quality Planning Council, Colorado State University and Poudre School District on transportation-related issues. The Board also coordinates with other City boards on projects and issues. The Board includes the Bicycle Advisory Committee, which advises the Board on bicycling-related issues.

### **Water Commission**

The City Water Commission advises the City Council regarding water, wastewater and stormwater policy issues such as water rights, planning, rates and fees, acquisition and management, conservation and public education, floodplain regulations, storm drainage and development design criteria, and local, state and federal legislation. At times, the Board acts as a quasi-judicial body on floodplain regulation variances, stormwater fee disputes, and storm drainage design criteria variances. It cooperates with regional entities to coordinate planning and maintain a dialogue on regional water issues. The Board is also involved in master planning and provides advice and citizen input regarding proposed policies and actions affecting Utilities customers.

### **Women and Gender Equity Advisory Board**

Effective January 1, 2024, the purpose of the Women and Gender Equity Advisory Board is to enhance the status of and opportunities for all women, transgender, and gender non-binary and gender non-conforming persons ("all genders") in the City. The Board will document, understand, and prioritize issues of importance for all genders in the City; as well as coordinate and facilitate educational programs in the Fort Collins community to increase public awareness and sensitivity to the needs and capabilities of all genders. The Board will review proposed legislation, policy changes or other governmental action at the federal, state or local level that would enhance or otherwise affect all genders in the City and make recommendations to the City Council regarding the same; and recommend

Item 20.

City Council the adoption of local legislation or policies that would achieve equity for all genders in the City.

**Youth Advisory Board**

The Youth Advisory Board gathers information from, other groups, organizations and agencies regarding youth-oriented issues and problems; documents and discusses issues of importance to youth in the Fort Collins community, specifically as they affect City-operated services; reviews and discusses legislation that may affect youth; and recommends to City Council local legislation and policy actions or changes which would enhance the status of youth in the Fort Collins community.

ORDINANCE NO. 131, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
TO EXTEND TERMS OF ALL BOARD AND COMMISSION MEMBERS TO ALIGN WITH  
NEW RECRUITMENT AND INTERVIEW SCHEDULE AND WAIVE EIGHT YEAR  
SERVICE LIMIT

WHEREAS, the City has 25 boards and commissions, whose members are appointed by the City Council; and

WHEREAS, the City Clerk’s Office coordinates a recruitment and interview process for new board and commission members; and

WHEREAS, due to the changes to the schedule for City Council elections, a new recruitment and interview schedule has been established for board and commission members; and

WHEREAS, for each board and commission member currently serving on a City board and commission, the City Council approved a resolution identifying the end of each member’s term of office; and

WHEREAS, extending the terms of all current board and commission members, except members of the Human Services and Funding and Affordable Housing Boards, through March 31 of the year their term expires will align their terms with the new recruitment and interview schedule; and

WHEREAS, the Affordable Housing Board and the Human Services and Housing Funding Board typically complete their work and present recommendations to Council in June of each year and it is important that they complete this work with members who are familiar with the background and process; and

WHEREAS, extending the terms of all current Affordable Housing Board and the Human Services and Housing Funding Board to June 30 of the year their term ends will align their terms with the new recruitment and interview schedule; and

WHEREAS, City staff created a table listing all current board and commission members and their new term end dates (“Table”); and

WHEREAS, Sections 2-101 and 2-141 of the Fort Collins Municipal Code limits board and commission members to serving no more than eight (8) consecutive years, regardless of term length; and

WHEREAS, Section 2-171 of the Fort Collins Municipal Code limits quasi-judicial commission members to serving no more than two (2) consecutive four (4) year terms; and

WHEREAS, the City Council finds that the proposal to extend terms for all City boards and commissions and suspend the eight year term limit for all current City board and commission members is in the best interests of the City and its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes any and all determinations and findings contained in the recitals set forth above.

Section 2. That the terms of all City board and commission members, except members appointed to the Human Services and Housing Funding and Affordable Housing Board, shall be extended to March 31 of the year their term ends, unless a member’s term ends for other permissible reason.

Section 3. That the terms of the Human Services and Housing Funding Board and Affordable Housing Board members are extended to June 30 of the year their term ends, unless a member’s term ends for other permissible reason.

Section 4. That the City Council adopts the term end dates for all current board and commission members as described on the Table, attached hereto as Exhibit “A,” and incorporated herein by reference.

Section 5. That the City Council hereby waives for the extended terms authorized in this Ordinance the eight (8) year consecutive service limit for current board and commission members in the following provisions:

- Section 2-101 of the Fort Collins Municipal Code regarding board members serving no more than eight (8) consecutive years;
- Section 2-141 regarding board members serving no more than eight (8) consecutive years; and
- Section 2-171 regarding quasi-judicial commission members serving no more than two consecutive four (4) year terms.

Introduced, considered favorably on first reading and ordered published this 19th day of September, 2023, and to be presented for final passage on the 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 3rd day of October, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



**Affordable Housing Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Stefanie Berganini	December 31, 2026	June 30, 2027
Bob Pawlikowski	December 31, 2025	June 30, 2026
John Singleton	December 31, 2024	June 30, 2025
Sheila Seaver-Davis	December 31, 2024	June 30, 2025
Kristin Fritz	December 31, 2023	June 30, 2024
Jennifer Bray	December 31, 2023	June 30, 2024
Ed Hermsen	December 31, 2023	June 30, 2024

**Air Quality Advisory Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Greg Boiarsky	December 31, 2026	March 31, 2027
Mark Houdashelt	December 31, 2025	March 31, 2026
Gregory Clark	December 31, 2024	March 31, 2025
Sandra LeBrun	December 31, 2024	March 31, 2025
Dan Welsh	December 31, 2024	March 31, 2025
Maria Moore	December 31, 2023	March 31, 2024
Matt Ayres	December 31, 2023	March 31, 2024

**Art in Public Places Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Nancy Zola	December 31, 2026	March 31, 2027
Renee Sherman	December 31, 2026	March 31, 2027
Natalie Barnes	December 31, 2025	March 31, 2026
Kathy Bauer	December 31, 2024	March 31, 2025
Myra Powers	December 31, 2024	March 31, 2025
Heidi Shuff	December 31, 2023	March 31, 2024
Christopher Staten	December 31, 2023	March 31, 2024

**Building Review Commission**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Eric Richards	December 31, 2026	March 31, 2027
Casey Roberts	December 31, 2026	March 31, 2027
Shaun Moscrip	December 31, 2025	March 31, 2026
Gabriel Dunbar	December 31, 2025	March 31, 2026
Ronnie Zimmerman	December 31, 2025	March 31, 2026
Alan Cram	December 31, 2023	March 31, 2024
Mark Teplitsky	December 31, 2023	March 31, 2024

**Citizen Review Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Michael Ruttenberg	December 31, 2026	March 31, 2027
Melissa Rosas	December 31, 2025	March 31, 2026
Elizabeth Grant	December 31, 2024	March 31, 2025
Mike O'Malley	December 31, 2024	March 31, 2025
Shamera Loose	December 31, 2024	March 31, 2025
Allison Dineen	December 31, 2023	March 31, 2024
Sally Lee	December 31, 2023	March 31, 2024

**Cultural Resources Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Audra Vaisbort	December 31, 2026	March 31, 2027
Jessica MacMillan	December 31, 2026	March 31, 2027
Timothy Vavra	December 31, 2025	March 31, 2026
Vicki Fogel Mykles	December 31, 2024	March 31, 2025
Kelly Barber	December 31, 2024	March 31, 2025
Jean McGinnis	December 31, 2024	March 31, 2025
Leslie Walker	December 31, 2023	March 31, 2024

**Disability Advisory Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Scott Winnegrad	December 31, 2026	March 31, 2027
Amanda Morgan	December 31, 2025	March 31, 2026
Rachel Knox-Stutsman	December 31, 2024	March 31, 2025
Terry Schlichting	December 31, 2024	March 31, 2025
Linda Drees	December 31, 2024	March 31, 2025
Joseph Tiner	December 31, 2024	March 31, 2025
Jaclyn Menendez	December 31, 2023	March 31, 2024
Evan Shockley	December 31, 2023	March 31, 2024
Sheila Hammons	December 31, 2023	March 31, 2024

**Economic Advisory Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Thierry Dossou	December 31, 2026	March 31, 2027
Denny Coleman	December 31, 2026	March 31, 2027
Braulio Rojas	December 31, 2024	March 31, 2025
Erin Gray	December 31, 2024	March 31, 2025
Richard Waal	December 31, 2024	March 31, 2025
Renee Walkup	December 31, 2024	March 31, 2025
John Parks	December 31, 2023	March 31, 2024
Mistene Nugent	December 31, 2023	March 31, 2024

**Energy Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Thomas Loran	December 31, 2026	March 31, 2027
Jeremy Giovando	December 31, 2025	March 31, 2026
Marge Moore	December 31, 2024	March 31, 2025
Alan Braslau	December 31, 2024	March 31, 2025
Brian Smith	December 31, 2024	March 31, 2025
Bill Becker	December 31, 2023	March 31, 2024
Stephen Tenbrink	December 31, 2023	March 31, 2024
Bill Althouse	December 31, 2023	March 31, 2024
Vanessa Paul	December 31, 2023	March 31, 2024

**General Employees Retirement Committee**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Ralph Zentz	December 31, 2026	March 31, 2027
John Unger	December 31, 2026	March 31, 2027
Clark Mapes	December 31, 2025	March 31, 2026
Del Bernhardt	December 31, 2023	March 31, 2024
Jackie Darner	December 31, 2023	March 31, 2024

**Historic Preservation Commission**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
David Woodlee	December 31, 2026	March 31, 2027
Andy Smith	December 31, 2026	March 31, 2027
Tom Wilson	December 31, 2026	March 31, 2027
Margo Ann Carlock	December 31, 2025	March 31, 2026
Jenna Edwards	December 31, 2025	March 31, 2026
Jim Rose	December 31, 2024	March 31, 2025
Anne Nelsen	December 31, 2023	March 31, 2024
Bonnie Gibson	December 31, 2023	March 31, 2024

**Human Relations Commission**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Miho Yoshioka	December 31, 2026	March 31, 2027
Teresa Cribelli	December 31, 2026	March 31, 2027
Barb Kistler	December 31, 2025	March 31, 2026
Masood Ahmad	December 31, 2025	March 31, 2026
Phil Walker	December 31, 2024	March 31, 2025
Coronda Ziegler	December 31, 2024	March 31, 2025
Beth Jaeger	December 31, 2023	March 31, 2024
Benjamin Teramoto	December 31, 2023	March 31, 2024

**Human Services and Housing Funding Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Josh Johnson	December 31, 2026	June 30, 2027
Olga Duval	December 31, 2025	June 30, 2026
Christine Koepnick	December 31, 2024	June 30, 2025
Erma Woodfin	December 31, 2024	June 30, 2025
Michaela Ruppert	December 31, 2024	June 30, 2025
Pat Hastings	December 31, 2023	June 30, 2024
Michael Kulisheck	December 31, 2023	June 30, 2024
Mike Nielsen	December 31, 2023	June 30, 2024
Lori Kempter	December 31, 2023	June 30, 2024

**Land Conservation and Stewardship Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Holger Kley	December 31, 2026	March 31, 2027
Denise Culver	December 31, 2025	March 31, 2026
Andrea Elson	December 31, 2024	March 31, 2025
Elena Lopez	December 31, 2024	March 31, 2025
Scott Mason	December 31, 2024	March 31, 2025
Joe Piesman	December 31, 2023	March 31, 2024
Ross Cunniff	December 31, 2023	March 31, 2024
River Mizell	December 31, 2023	March 31, 2024
Mark Sears	December 31, 2023	March 31, 2024

**Land Use Review Commission**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Philip San Filippo	December 31, 2026	March 31, 2027
David Carron	December 31, 2026	March 31, 2027
Nathaniel Coffman	December 31, 2025	March 31, 2026
Katie Vogel	December 31, 2025	March 31, 2026
John McCoy	December 31, 2024	March 31, 2025
Ian Shuff	December 31, 2024	March 31, 2025
David Lawton	December 31, 2023	March 31, 2024

**Natural Resources Advisory Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Kelly Stewart	December 31, 2026	March 31, 2027
Barry Noon	December 31, 2025	March 31, 2026
Kevin Krause	December 31, 2024	March 31, 2025
Lisa Andrews	December 31, 2024	March 31, 2025
Matt Zoccali	December 31, 2024	March 31, 2025
Dawson Metcalf	December 31, 2024	March 31, 2025
Danielle Buttke	December 31, 2023	March 31, 2024
Drew Derderian	December 31, 2023	March 31, 2024

**Parks and Recreation Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Marcia Richards	December 31, 2026	March 31, 2027
Ken Christensen	December 31, 2025	March 31, 2026
Nick Armstrong	December 31, 2024	March 31, 2025
Paul Baker	December 31, 2024	March 31, 2025
Meghan Willis	December 31, 2024	March 31, 2025
Patrick Dawson	December 31, 2024	March 31, 2025
Bob Kingsbury	December 31, 2023	March 31, 2024
Michael Novell	December 31, 2023	March 31, 2024
Josh Durand	December 31, 2023	March 31, 2024

**Planning and Zoning Commission**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
York	December 31, 2026	March 31, 2027
Samantha Stegner	December 31, 2026	March 31, 2027
Julie Stackhouse	December 31, 2025	March 31, 2026
Ted Shepard	December 31, 2025	March 31, 2026
Michelle Haefele	December 31, 2024	March 31, 2025
David Katz	December 31, 2024	March 31, 2025
Adam Sass	December 31, 2023	March 31, 2024

**Senior Advisory Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Gabby Rivera	December 31, 2026	March 31, 2027
Suzanne King	December 31, 2026	March 31, 2027
Deanna O'Connell	December 31, 2025	March 31, 2026
David Kovach	December 31, 2024	March 31, 2025
Myles Crane	December 31, 2024	March 31, 2025
Alicia Durand	December 31, 2024	March 31, 2025
Allan Kress	December 31, 2024	March 31, 2025
Bruce Henderson	December 31, 2023	March 31, 2024
Mary Roberts	December 31, 2023	March 31, 2024

**Transportation Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
James Burtis	December 31, 2026	March 31, 2027
Stephanie Blochowiak	December 31, 2025	March 31, 2026
Thomas Hart	December 31, 2024	March 31, 2025
Jerry Gavaldon	December 31, 2024	March 31, 2025
Cari Brown	December 31, 2023	March 31, 2024
Nathalie Rachline	December 31, 2023	March 31, 2024
Jess Dyrdaahl	December 31, 2023	March 31, 2024
Ed Peyronnin	December 31, 2023	March 31, 2024

**Water Commission**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Gregory Steed	December 31, 2026	March 31, 2027
James Bishop	December 31, 2026	March 31, 2027
Richard Kahn	December 31, 2025	March 31, 2026
Jordan Radin	December 31, 2025	March 31, 2026
Kent Bruxvoort	December 31, 2024	March 31, 2025
John Primsky	December 31, 2024	March 31, 2025
Tyler Eldridge	December 31, 2024	March 31, 2025
Paul Herman	December 31, 2024	March 31, 2025
Jason Tarry	December 31, 2023	March 31, 2024

**Youth Advisory Board**

<b>Member</b>	<b>Current Term Expiration</b>	<b>New Term Expiration</b>
Micah Probst	December 31, 2023	March 31, 2024
Michelle Zhou	December 31, 2023	March 31, 2024
Nico Ronquillo	December 31, 2023	March 31, 2024
Riya Sajjan	December 31, 2023	March 31, 2024
Rahul Ghosh	December 31, 2023	March 31, 2024
Andrew Zuniga	December 31, 2023	March 31, 2024



## AGENDA ITEM SUMMARY

City Council

---

### STAFF

---

Anissa Hollingshead, City Clerk

### SUBJECT

---

**Staff Report: Regarding National Voter Registration Day and Efforts Ahead of the November 7, 2023, Municipal Election.**

### EXECUTIVE SUMMARY

---

Registering to vote is the first critical step to participating in elections in Colorado. The upcoming municipal election will be held as a coordinated election conducted by Larimer County and all active registered voters will be sent a mail ballot to participate in the election. Ensuring eligible Fort Collins residents have active voter registrations is one key to maximizing voter participation in this election.

National Voter Registration Day is an annual nationwide event, occurring this year on September 19, focused on ensuring people eligible to vote across the country know how and where to register. In Colorado, online voter registration is fast and easy through the Secretary of State's secure resources at: [www.GoVoteColorado.gov](http://www.GoVoteColorado.gov).

### BACKGROUND / DISCUSSION

---

Colorado has implemented many practices to make voting accessible and simplified for eligible residents. Holding mail ballot elections is one key practice that ensures active registered voters get ballots for every election sent directly to them with no additional action needed. The State has also implemented automatic voter registration, ensuring residents can be registered or have their registration updated when obtaining a Colorado Driver's License or State ID card. Valid registrations are also updated when completing a change of residence with the U.S. Postal Service through the National Change of Address database. Same day registration is another practice in place, allowing voters to register right up through Election Day when casting a ballot in person at a Voter Service and Polling Center. All of these efforts have contributed to Colorado's second in the nation rating for voter participation perennially.

The key role of voter registration to participation in the electoral process makes focusing on maximizing the number of eligible Fort Collins residents registered one of two primary areas of focus for election outreach and education efforts this year, along with how residents benefit from voting in municipal elections. Currently 112,703 Fort Collins residents have active voter registrations. These are the voters who will be receiving a ballot in the mail for the 2023 Coordinated Election beginning October 16.

There also 14,435 inactive voter registrations in Fort Collins that will not automatically be sent ballots. A voter's registration becomes inactive if: Larimer County receives notice from the National Change of Address database that the voter has moved out of state; or if official election correspondence and/or ballot has been returned to the election office as "undeliverable".

All Fort Collins residents eligible to vote are encouraged to check their voter registration status, register to vote, or update their registration through the Secretary of State's secure online site at:

[www.GoVoteColorado.gov](http://www.GoVoteColorado.gov)

There is also intentional focus in education efforts on identifying eligible residents who are not reached through automatic registration or who may face other registration barriers. More mobile residents, students, and those with a State issued ID or driver's license issued at their current address are part of this population. College students who live in Fort Collins while attending school can choose either to vote in Fort Collins if they consider Fort Collins their residence for voting purposes or to vote in another jurisdiction if they maintain a different permanent residence they wish to vote in. Voters who register up until October 30 will still be sent a mail ballot. Registering after that date is still possible in conjunction with voting in person at a Larimer County Voter Service and Polling Center.



## AGENDA ITEM SUMMARY

### City Council



## STAFF

Kirk Longstein, Senior Environmental Planner  
Brad Yatabe, Legal

## SUBJECT

**Second Reading of Ordinance No. 116, 2023, Amending the Land Use Code Regarding Buffering Between Buildings with Occupiable Space and Oil and Gas Facilities.**

## EXECUTIVE SUMMARY

As adopted during Council's regular meeting on September 5, 2023, the Ordinance includes the following requirements for new neighborhoods and existing neighborhoods located adjacent oil and gas wells:

Oil and Gas Buffers:

- Well not abandoned – 2,000'
- Well abandoned, not reclaimed – 500'
- Well abandoned, reclaimed – 150'

Buffer Standards:

- (Future Developments) No occupiable buildings in the buffer
- (Future Developments) Environmental Site Assessment and remediation of contaminants found.
- (Future Development) Platted Property Disclosure
- (Existing Developments) No new Accessory Dwelling Units
- (Existing and Future Developments) Point of sale disclosure
- (Existing and Future Developments) Prohibition of new common area/community gathering spaces (e.g., playgrounds)

If a new development application (either for future development that is not built or for additional development within an existing development (e.g., Hearthfire and Richard's Lake)) is deemed complete prior to the adoption of Ordinance No. 116, 2023, the standards currently in the Land Use Code (Ordinance No. 114, 2018) are applied to the development application. Development applications currently under review within the active oil and gas field and under the existing standards include Sonders Village (PDP230012), Water's Edge Parks (MA210077), and Montava Phase G (BDR210013).

## STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on Second Reading with the following amendments (amendment language provided on pages 4 and 5 of this document):

- (1) Amend Section 3.8.36(A)(2) and (E)(3)B) to clarify that buildings containing occupiable space must have been constructed pursuant to an approved application submitted prior to September 29, 2023.
- (2) Amend Section 3.8.36(E)(2) regarding the restriction on playgrounds, play structures, recreational fields, or community gathering spaces to:
  - Include special district and City-owned or maintained property;
  - Exclude development applications submitted prior to September 29, 2023, to place or construct the described improvements; and
  - Exclude City parks planned as of September 29, 2023, to serve already approved development.

**BACKGROUND / DISCUSSION**

The current buffer requirements (adopted in 2018) were specifically intended to align with the ECMC setback requirements for new wells prior to the passage of SB19-181. This is why the current code language states, “The minimum buffer between a dwelling and any oil and gas location shall be five hundred (500) feet, or the Colorado Oil and Gas Conservation Commission designated setback distance, whichever is greater.” However, staff did not intend to apply the variance criteria set forth by the ECMC rules. Since then, ECMC has updated its setbacks for new oil and gas wells to 2,000 feet, and the reverse setback code (LUC 3.8.26) is silent on whether City staff would accept a variance request from the setbacks as outlined by ECMC Rule 604b. Updating the City’s buffer requirements to 2,000 feet from all occupiable structures would be consistent with State-level regulation and Council’s previous discussions when adopting regulations related to new oil and gas siting: [Ordinance No. 151, 2022](#) - AMENDING THE LAND USE CODE TO REGULATE OIL AND GAS FACILITIES AND PIPELINES.

**Existing Oil and Gas Facility Buffers:**

Number of Wells	ECMC Well Status	Short Description	Buffering Standard adopted on first reading 9.5.2023		Monitoring standards adopted on first reading
4	Producing	Wells where produced oil and/or gas is collected from underground reservoirs.	Well Not Abandoned	2,000-feet	none
6	Injection	Wells used for the exclusive purpose of injecting fluids for enhanced oil recovery (EOR).	Well Not Abandoned	2,000-feet	none
5	Drilled (Dry) and abandoned	A well that is dry and abandoned, and never produced.	Abandoned Well, Not Reclaimed	500-feet	5-years for new development application
15	Plugged and abandoned	A well that has been plugged by means of cementing of a well, with removal of associated production facilities, abandonment of its flowline(s), and the remediation and reclamation of the wellsite.	Abandoned Well, Reclaimed	150-feet	1 prior to permit and 1 five years after a permit is issued.

**Development Scenarios.**

As adopted on first reading, secondary structures are allowed within the established oil and gas buffer so long that the structure does not require a Certificate of Occupancy. These standards would apply to future developments and existing neighborhoods. Approved developments that are unbuilt hold vested rights under the previously adopted Code and so for those unbuilt neighborhoods the previously adopted standards apply. Once the development is built (i.e., the primary unit on each lot), the development scenario changes, and the new development becomes an "existing" neighborhood (see table below). Please note that in all development scenarios below, a point-of-sale disclosure is required for buildings that have received a certificate of occupancy within the established buffer and after the effective date of this Ordinance.

Applicants can seek a modification of standard to the prohibition of secondary structures and detached occupiable buildings within the buffer. The table below provides an example to the development scenarios that would apply:

Applicability	Code Standards	Setback Buffer	Common Area Playgrounds	Backyard Playgrounds	Point of Sale Disclosure
<b>Existing Neighborhoods</b> (Hearthfire, Richard’s Lake)	Adopted on first reading 9/5/23	2,000' Setback	No	Yes	Yes
<b>Future Development</b> (Mountain Vista Road)	Adopted on First Reading 9/5/23	2,000' Setback	No	Yes	Yes
<b>Approved Developments Not Built</b> (Water’s Edge, Country Club Reserve, Montava)	Previously Adopted 2018	500' Setback	No	Yes	Yes
<b>Projects Under Review</b> (Sonders Village, Water’s Edge Parks)	Previously Adopted 2018	500' Setback	No	Yes	Yes

**Impacts to Property Value.**

The proposed Code requires existing homes adjacent oil and gas facilities adhere to the prescribed buffer standards (in addition to new development applications); including a prohibition on detached occupiable buildings (e.g., ADUs), and a required point of sale disclosure provided to future home buyers. The staff proposal to include existing neighborhoods and platted developments within the buffer intends to achieve the following goals:

1. Limit increasing density within the active oil and gas field by prohibiting additional occupiable buildings.
2. Limit areas where children congregate for extended periods of time adjacent oil and gas facilities.
3. Consumer protection through transparency of information relevant to home buyers of real property within the active oil and gas field.

## Trade-offs to Consider.

The Planning and Zoning Commission shared concerns related to the risks associated with fully reclaimed wells. The Commission weighed the trade-offs of extending monitoring requirements beyond 5-years for new development applications and risks to future residents. Full reclamation by plugging and abandoning oil and gas wells does not fully address stakeholder concerns for transparency of oil and gas risks to future Fort Collins residents. As evidenced through a recent article in The Colorado Sun <https://coloradosun.com/2023/08/28/orphan-wells-fund-colorado-leaking-erie-longmont/>, cement is not a forever product and future homeowner within the neighborhood located within the proposed buffers may continue to be at risk of a contamination events and future clean-ups associated with hydrocarbons.

## ECMC Rule 211 Claim.

Fort Collins and Larimer County have discussed working together to file a Colorado Energy and Carbon Management Commission (ECMC) Rule 211 claim to have all of Prospect Energy's inactive and low producing wells plugged and abandoned. An ECMC Rule 211 hearing requires the applicant (the City in this case) to demonstrate that the wells are not currently "used or useful." Scheduling a hearing date with the ECMC usually takes between 4-6 months and before staff can schedule a hearing with the ECMC, there is additional analysis work needed to prepare an application. For example: The Rule 211 claim could only request the plugging of four of the ten Prospect Energy wells within the city limits. The other Prospect Energy wells are not "low producing" so would not be eligible to be plugged using this rule.

## Recommended Second Reading Amendments.

Staff recommends the following amendments to Ordinance No. 116, 2023, on second reading:

### **(1) Amendment 1: Amend Section 3.8.36(A)(2) and (E)(3)(B) to Clarify Exemption**

The following changes are recommended to Section 3.8.36(A)(2) and (E)(3)(B) to ensure that in order for an already constructed building containing occupiable space to be exempt from the prohibition on such buildings within an oil and gas buffer, it must have been approved pursuant to an application submitted prior to September 29, 2023.

- Section 3.8.36(A)(2) (strike-through of text to be deleted and high-light of text to be added):

Any **existing** building containing occupiable space ~~already-constructed~~ within an oil and gas buffer **pursuant to an approved application submitted** prior to September 29, 2023, is exempt from the restriction on such building in an oil and gas buffer. However, any lot upon which the building is placed is subject to the restriction described in Subsection (E)(3) and disclosures in Subsection (F).

- Section 3.8.36 (E)(3)(B):

Any **existing** building containing occupiable space ~~already-constructed~~ within an oil and gas buffer **pursuant to an approved application submitted** prior to September 29, 2023, is exempt from the restriction on such building within an oil and gas buffer. However, no additional building containing occupiable space for which an application was submitted after September 29, 2023, may be constructed on any portion of the same lot located within an oil and gas buffer.

(2) **Amendment 2: Amend Section 3.8.36(E)(2) to Clarify the Applicability of the Prohibition on Playgrounds, Play Structures, Recreational Fields, and Community Gathering Spaces**

In addition to applying the restriction on playgrounds, play structures, recreational fields, and community gathering spaces to HOA owner or maintained common areas, staff recommends that the restriction should similarly apply to special district (e.g., metropolitan district) and City owner property (e.g., possible park sites) because the same concerns that apply to an HOA placing or constructing any of the restricted improvements also apply to a special districts and City property. In recognition of development applications submitted prior to September 29, 2023, and City parks planned as of September 29, 2023, to serve already approved development, exemptions to the restrictions are recommended (see below regarding Richard's Lake Park for additional explanation). These exemptions are consistent with exemptions already granted in Section 3.8.36 for applications submitted prior to September 29, 2023, and existing buildings.

- Section 3.8.36 (E)(2) (strike-through of text to be deleted and high-light of text to be added):

After September 29, 2023, permanent playgrounds, play structures, recreational fields, or permanent community gathering spaces may not be placed within any portion of a homeowner's association, special district, or City owned or maintained ~~common area~~ property located within an oil and gas buffer. Development applications submitted prior to September 29, 2023, to place or construct any of the improvements described in this Subsection (2), and City parks planned as of September 29, 2023, to serve already approved development, are not subject to this restriction.

### Richard's Lake Park

The Council adopted Parks & Recreation Master Plan that includes the development of Richard's Lake Park. The Richard's Lake Park is a city-owned parcel purchased in 2002 and located within the Waters Edge Development plan  
<https://records.fcgov.com/laserfiche/Docview.aspx?db=FortCollins&docid=11578138>.

Neighborhood parkland fees have been collected from the neighborhood surrounding the park site including Richards Lake, Water's Edge and Hearthfire neighborhoods. Since fees were collected, the neighborhood engagement process started in 2010 to design park and implement in a phased approach. The Richard's Lake Park site was partially developed in 2010/2011 to provide service to the existing neighborhoods. Improvements included a playground, picnic shelter, native grass landscape, and sidewalk connections. Cost of enhancements were estimated at roughly \$220,000. In addition, Richard's Lake HOA/Neighborhood donated funding to cover Park's Department staff time for O&M for the first couple of years.

Staff recommend changes to the Code between first and second reading to update the buffer standards that exclude City parks planned as of September 29, 2023 (See Amendment 2 highlighted in the previous section). If Amendment 2 is adopted, this means that Richard's Lake Park would developable and will be reviewed under the previously adopted standards through a Basic Development Review. At this time, funds have not been allocated for the development of this park site through the City's budget process.

In addition to the Richard's Lake Park, in 2021, a development application (Water's Edge Parks Minor Amendment) was submitted to include privately owned sports fields, trails and open area grasslands along Morningstar Way and adjacent the city-owned parcel. Because this application was deemed complete prior to the adoption of Ordinance No. 116, 2023, these parks may be constructed under the previously adopted 2018 buffer standards.

## CITY FINANCIAL IMPACTS

---

There are no financial impacts related to adopting oil and gas regulations. Costs related to processing development applications, administering permits, and conducting inspections would be recovered through fees.

## BOARD / COMMISSION / COMMITTEE RECOMMENDATION

---

Staff met with the **Land Conservation Stewardship Board** on August 9 to discuss the proposed reverse setbacks from Oil and Gas facilities. No formal recommendation was provided and minutes from the meeting are attached for Council considerations.

Staff meet with the **Air Quality Advisory Board (AQAB)** on July 17 and August 21. Based on information presented the board provided the following information. In addition to the bullets below, the AQAB will provide a memo directly to Council.

- Unabandoned wells - the AQAB recommends that Council adopt the staff proposal (2000 ft setback with a conditional potential variance to 500 ft)
- Enhanced oil recovery (EOR) injection wells - the AQAB recommends that Council adopt the staff proposal (2000 ft setback with a conditional potential variance to 500 ft)
- Not fully reclaimed abandoned wells - the AQAB recommends that Council adopt the staff proposal (500 ft)
- Fully reclaimed abandoned wells - the AQAB recommends that Council NOT adopt the staff proposal but instead set this reverse setback at 500 ft, similar to that of not fully reclaimed abandoned wells.

On July 19, the **Natural Resources Advisory Board** reviewed the proposed changes and shared general support for the staff recommendations with the following feedback:

Supports monitoring of fully reclaimed wells within the first year following permit followed by periodic monitoring indefinitely.

- Does not support a modification of standards for EOR wells.
- Does not support a prohibition on detached occupiable buildings and recommends placing the onus of this decision on the property owner and requiring the disclosure to renters/point-of-sale.

During the **Planning and Zoning Commission** hearing on July 20, 2023, the Commission unanimously recommend that the Council adopt the Land Use Code amendment addressing setbacks from existing oil and gas facilities, including language that permits any applicant that submits a completed basic development review project plan, planned unit development, or building permit application prior to the effective date of the proposed ordinance to continue development review under standards adopted by Ordinance No. 114, 2018. The Commission's discussion highlighted the following themes:

- Scenarios related to a modification of standards from the 2,000-foot setback in the instances of the operator recompleting existing injection wells for the purposes of oil and gas production.
- Impacts on existing homes currently located within the proposed buffer standards.
- Discussed how point of sale disclosure requirements are enforced.

Staff has incorporated stakeholder feedback from boards and commissions into the first reading of the ordinance.

## PUBLIC OUTREACH

---

Staff circulated a memo to Council on August 10, 2023, summarizing community feedback. For reference, the memo has been provided as an attachment to Council's materials.

## ATTACHMENTS

---

Selected First Reading attachments are being provided again.

1. Ordinance for Consideration
2. Land Conservation Stewardship Minutes, August 9, 2023 (Draft)
3. Air Quality Advisory Board Memo to Council, August 28, 2023
4. Natural Resources Advisory Board Memo to Council, August 16, 2023
5. Planning and Zoning Commission Minutes, July 20, 2023
6. Community Engagement Summary
7. Presentation

ORDINANCE NO. 116, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AMENDING THE LAND USE CODE REGARDING BUFFERING BETWEEN  
BUILDINGS WITH OCCUPIABLE SPACE AND OIL AND GAS FACILITIES

WHEREAS, on December 2, 1997, by its adoption of Ordinance No. 190, 1997, the City Council enacted the Fort Collins Land Use Code (the “Land Use Code”); and

WHEREAS, at the time of the adoption of the Land Use Code, it was the understanding of staff and the City Council that the Land Use Code would most likely be subject to future amendments, not only for the purpose of clarification and correction of errors, but also for the purpose of ensuring that the Land Use Code remains a dynamic document capable of responding to issues identified by staff, other land use professionals and citizens of the City; and

WHEREAS, several active oil and gas facilities are located in the northern part of the City; and

WHEREAS, several active oil facilities are located within the City's Growth Management Area in unincorporated Larimer County; and

WHEREAS, there is potential for additional oil gas activity within the City and within the City's Growth Management Area; and

WHEREAS, oil and gas facilities are an industrial use that can pose serious health risks to humans and damage to the environment from the potential release of chemicals and potential accidents, including fires and explosions; and

WHEREAS, the buffer distances between proposed buildings containing habitable space and existing oil and gas facilities align with and are based upon the required distances between proposed oil and gas facilities and existing development adopted in City Council Ordinance No. 151, 2022; and

WHEREAS, the Planning and Zoning Commission at its July 20, 2023, regular meeting unanimously recommended that City Council adopt the proposed buffer standards and amend the existing Land Use Code; and

WHEREAS, it is necessary to impose the buffers set forth in this Ordinance between proposed buildings containing habitable space and existing oil and gas facilities to protect the public health, safety, and welfare from the risks posed by oil and gas facilities.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.



Section 2. That Section 3.8.26 of the Land Use Code is hereby amended to read as follows:

**3.8.26 Buffering Between Residential and Industrial Uses**

- (A) **Applicability.** These standards apply only to applications that include residential uses proposed to be located in proximity to existing industrial uses. Buffering between buildings containing occupiable space and oil and gas facilities is addressed in Section 3.8.36.
- (B) **Purpose.** The purpose of this Section is to provide standards to separate residential land uses from existing industrial uses in order to eliminate or minimize potential nuisances such as dirt, litter, noise, glare of lights and unsightly buildings or parking areas, or to provide spacing to reduce adverse impacts of noise, odor, air pollutants, hazardous materials or site contamination, or danger from fires or explosions.
- (C) **Buffer standards.** Buffer yards shall be located on the outer perimeter of a lot or parcel and may be required along all property lines for buffering purposes and shall meet the standards as provided in this Section.
  - (1) Only those structures used for buffering and/or screening purposes shall be located within a buffer yard. The buffer yard shall not include any paved area, except for pedestrian sidewalks or paths or vehicular access drives which may intersect the buffer yard at a point which is perpendicular to the buffer yard and which shall be the minimum width necessary to provide vehicular or pedestrian access. Fencing and/or walls used for buffer yard purposes shall be solid, with at least seventy-five (75) percent opacity.
  - (2) There are four (4) types of buffer yards which are established according to land use intensity as described in Chart 1 below. Buffer yard distances are established in Chart 2 below and specify deciduous or coniferous plants required per one hundred (100) linear feet along the affected property line, on an average basis.
  - (3) The buffer yard requirements shall not apply to temporary or seasonal uses or to properties that are separated by a major collector street, arterial street, or highway.

**Chart 1  
Land Use Intensity Categories**

<i>Land Use</i>	<i>Intensity Category</i>	<i>Buffer Yard</i>
Airports/airstrips	Very High	C
Composting facilities	High	B
Dry cleaning plants	Very High	C
Feedlots	Very High	C

Heavy industrial uses	Very High	C
Light industrial uses	High	B
Junkyards	High	B
Outdoor storage facilities	High	B
Recreation vehicle, boat, truck storage	Medium	A
Recycling facilities	High	B
Agricultural research laboratories	High	B
Resource extraction	Very High	C
Transportation terminals (truck, container storage)	High	B
Warehouse & distribution facilities	High	B
Workshops and custom small industry	Medium	A

**Chart 2**  
**Buffer Yard Types**

<i>Type - Base Standard (plants per 100 linearfeet along affected property line)*</i>	<i>Option Width</i>	<i>Plant Multiplier**</i>	<i>Option: Add 6' Wall</i>	<i>Option: Add 3' Berm or 6' Fence</i>
<b>Buffer Yard A:</b>	<b>15 feet</b>	<b>1.00</b>		
	20 feet	.90		
3 Shade Trees	25 feet	.80		
2 Ornamental Trees or Type 2 Shrubs***	30 feet	.70	.65	.80
3 Evergreen Trees	35 feet	.60		
15 Shrubs (33% Type 1, 67% Type 2)	40 feet	.50		
<b>Buffer Yard B:</b>	15 feet	1.25		
	<b>20 feet</b>	<b>1.00</b>		
	25 feet	.90		
4 Shade Trees	30 feet	.80	.75	.85
4 Ornamental Trees or Type 2 Shrubs***	35 feet	.70		
3 Evergreen Trees	40 feet	.60		
25 Shrubs (Type 2)	45 feet	.50		
<b>Buffer Yard C:</b>	20 feet	1.25		
	<b>25 feet</b>	<b>1.00</b>		
	30 feet	.90		
5 Shade Trees	35 feet	.80	.75	.85
6 Ornamental Trees or Type 2 Shrubs***	40 feet	.70		
4 Evergreen Trees	45 feet	.60		
30 Shrubs (Type 2)	50 feet	.50		

\* "Base standard" for each type of buffer yard is that width which has a plant multiplier.

\*\* "Plant multipliers" are used to increase or decrease the amount of required plants based on providing a buffer yard of reduced or greater width or by the addition of a wall, berm or fence.

\*\*\* Shrub types: Type 1: 4' - 8' High Type 2: Over 8' High

Section 3. That Article 3 of the Land Use Code is hereby amended by the addition of a new Section 3.8.36 which reads in its entirety as follows:

### **3.8.36 Buffering Between Buildings with Occupiable Space and Oil and Gas Facilities**

- (A) ***Applicability.*** These standards apply to all applications to construct buildings containing occupiable space and existing buildings containing occupiable space within the oil and gas buffer of an existing oil and gas facility regardless of whether such oil and gas facility is located within or outside of the City limits. These standards also apply to common outdoor areas within an oil and gas buffer.
- (1) Any applicant that submitted an application prior to September 29, 2023, to construct a building containing occupiable space may construct such building within an oil and gas buffer upon satisfying all applicable Code requirements for approval. However, any lot upon which such building is placed is subject to the restriction described in Subsection (E)(3) and disclosures in Subsection (F).
  - (2) Any building containing occupiable space already constructed within an oil and gas buffer prior to September 29, 2023, is exempt from the restriction on such building in an oil and gas buffer. However, any lot upon which the building is placed is subject to the restriction described in Subsection (E)(3) and disclosures in Subsection (F).
- (B) ***Purpose.*** The purpose of this Section is to protect public health and safety by providing spacing and regulating certain uses within oil and gas buffers to reduce adverse impacts of noise, odor, air pollutants, soil-gas contaminants, groundwater contaminants, hazardous materials, or danger from fires or explosions.
- (C) ***General Standard.*** Proposed development shall ensure that the risk to public health and safety is sufficiently mitigated from all extended exposure to the main pollutants resulting from oil and gas production, including but not limited to heavy metals, salts, oil and grease (O&G), benzene, toluene, ethylbenzene and xylene (BTEX), total petroleum hydrocarbon (TPH), and polycyclic aromatic hydrocarbon (PAHs). Proposed development must ensure that any potential contaminants associated with existing oil and gas facilities and located on the development site are within the acceptable limits of applicable local, state and federal soil-gas, groundwater, and air quality regulations and standards, including, but not limited to, those regulating odor, dust, fumes, or gases which are noxious, toxic or corrosive, and suspended solid or liquid particles.
- (D) ***Oil and Gas Buffers.*** This Subsection establishes oil and gas buffers for different oil and gas facilities, and applicable development standards within such buffers are set forth in Subsection (E).

- (1) Oil and Gas Buffer – Well Not Abandoned. The oil and gas buffer for an oil and gas facility whose well is not abandoned shall extend from the outer edge of the oil and gas location for two thousand (2000) feet in all directions. The Planning and Zoning Commission may grant a modification of standards pursuant to Division 2.8 to reduce the two thousand (2000) foot distance to no less than five hundred (500) feet provided the applicant provides a *Phase II Environmental Site Assessment* as part of the modification request showing that levels of oil and gas contaminants, if any, are within Federal Environmental Protection Agency or State health department standards, whichever ensures greater public health protections. Any approved modification shall require as a condition that the applicant annually provide a *Phase II Environmental Site Assessment* for five (5) years from the issuance of a development construction permit. Initial baseline samples and subsequent monitoring samples shall be collected within one-half (1/2) mile radius of the existing well location. If the main pollutants resulting from oil and gas production described in Subsection (C) are identified at the time of assessment, such pollutants must be remediated by the development applicant per Federal Environmental Protection Agency or State health department standards, whichever ensures greater public health protections.
- (2) Oil and Gas Buffer – Abandoned Well, Not Reclaimed. For oil and gas facilities consisting of an abandoned well that have not been reclaimed pursuant to Section 3.12.6, the oil and gas buffer shall extend five hundred (500) feet in all directions as measured from the center of the well bore. Development plans that include an abandoned well that has not been reclaimed must provide a *Phase II Environmental Site Assessment* as part of the application showing that levels of oil and gas contaminants, if any, are within Federal Environmental Protection Agency or State health department standards, whichever ensures greater public health protections. The approved application shall require as a condition that the applicant annually provide a *Phase II Environmental Site Assessment* for five (5) years from the issuance of a development construction permit. Initial baseline samples and subsequent monitoring samples shall be collected within one-half (1/2) mile radius of the existing well location. If the main pollutants resulting from oil and gas production described in Subsection (C) are identified at the time of assessment, such pollutant must be remediated by the development applicant per Federal Environmental Protection Agency or State health department standards, whichever ensures greater public health protections. This buffer is not subject to the modification of standards process.
- (3) Oil and Gas Buffer – Abandoned Well, Reclaimed. For oil and gas facilities consisting of abandoned wells that have been reclaimed pursuant to Section 3.12.6, the oil and gas buffer shall extend one hundred and fifty (150) feet in all directions as measured from the center of the well bore. Development

plans that include an abandoned well that has been reclaimed must provide a *Phase II Environmental Site Assessment* as part of the application and a second Phase II Environmental Site Assessment must be provided five (5) years after a Development Construction Permit is issued. If the main pollutants resulting from oil and gas production described in Subsection (C) are identified at the time of assessment, such pollutants must be remediated by the development applicant per Federal Environmental Protection Agency or State health department standards, whichever ensures greater public health protections. This buffer is not subject to the modification of standards process.

(E) **Oil and Gas Buffer Standards.**

- (1) Except as stated in (E)(3) below, no portion of a building that contains occupiable space may be located within an oil and gas buffer.
- (2) After September 29, 2023, permanent playgrounds, play structures, recreational fields, or permanent community gathering spaces may not be placed within any portion of a homeowner's association owned or maintained common area located within an oil and gas buffer.
- (3) Exceptions to Restriction on Buildings Containing Occupiable Space Within an Oil and Gas Buffer.
  - (a) Any applicant that submitted an application prior to September 29, 2023, to construct a building containing occupiable space may construct such building within an oil and gas buffer upon satisfying all applicable Code requirements for approval. However, no additional building containing occupiable space for which an application was submitted after September 29, 2023, may be constructed on any portion of the same lot located within an oil and gas buffer.
  - (b) Any building containing occupiable space already constructed within an oil and gas buffer prior to September 29, 2023, is exempt from the restriction on such building within an oil and gas buffer. However, no additional building containing occupiable space for which an application was submitted after September 29, 2023, may be constructed on any portion of the same lot located within an oil and gas buffer.

- (F) **Disclosure.** The following disclosure requirements shall apply to any real property upon which a building containing occupiable space is or may be located within any oil and gas buffer described in Subsection (D):

- (1) At such time as the real property to be developed is platted or replatted, the plat shall show the oil and gas buffer on the property and shall contain a note informing subsequent property owners that certain lots shown on the plat are within an oil and gas buffer.
- (2) For residential developments requiring a declaration pursuant to the Colorado Common Interest Ownership Act, a statement shall be included in such declaration specifying the lots within an oil and gas buffer upon which buildings containing occupiable space may be constructed. The approved plat for such development shall be attached to the recorded declaration. Where no such declaration is required, the property owner shall record a statement on the property where the dwelling is located indicating that such property is located within an oil and gas buffer.
- (3) Sellers and lessors of any real property within an oil and gas buffer must provide the following written notice of material facts related to oil and gas facilities identified by environmental site assessments the disclosure notice must be provided in at least fourteen (14) point font to any potential purchaser who intends to resell, occupy and/or lease the property prior to or as part of the purchase or rental agreement:

*As required by 3.8.36 of the Fort Collins Land Use Code, notice is hereby given that [insert description of lot] is within [insert buffer standard set forth in Subsection (D) including well status and distance from well]. At the time of [sale or lease], environmental assessments, studies or reports done involving the physical condition of the Property impacted by oil and gas production are within the acceptable Environmental Protection Agency limits. For more information contact the City of Fort Collins Environmental Planner or the Energy and Colorado Carbon Management Commission formerly known as the Colorado Oil and Gas Conservation Commission.*

The above notice shall be provided by the prospective seller or lessor to the prospective buyer or lessee of real property no less than thirty (30) days before closing or such shorter time period agreed to by the parties and shall be provided before the signing of any purchase, sale, or rental agreement for the subject property.

Section 4. That Section 5.1.2 of the Land Use Code is hereby amended by the addition of a new definition “*Occupiable space*” which reads in its entirety as follows:

*Occupiable space* shall mean, as defined in the version of the International Building Code adopted in Chapter 5 of the Code of the City of Fort Collins, a room or enclosed space designed for human occupancy in which individuals congregate for amusement, educational or similar purposes or in which occupants are engaged at labor, and which is

equipped with means of egress and light and ventilation facilities meeting the requirements of this code.

Section 5. That Section 5.1.2 of the Land Use Code is hereby amended by the addition of a new definition “*Oil and gas buffer*” which reads in its entirety as follows:

*Oil and gas buffer* shall mean the area located on a development site formed by measuring two thousand (2000) feet in all directions from an oil and gas facility location or, as applicable, the area located on a development site formed by measuring two thousand (2000) feet in all directions from the middle of an oil and gas facility well bore.

Introduced, considered favorably on first reading and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## Land Conservation & Stewardship Board

Regular Meeting | 1745 Hoffman Mill Road

August 9, 2023

Members:

Ross Cunniff, Chair  
Scott Mason, Vice-Chair  
Elena Lopez, Member  
Denise Culver, Member  
Joe Piesman, Member

Andrea Elson, Member  
Holger Kley, Member  
Mark Sears, Member  
River Mizell, Member

- 1. **CALL TO ORDER:** Chair Cunniff called the meeting to order at 5:30 p.m.
- 2. **ROLL CALL:** Holger Kley, Ross Cunniff, Mark Sears, Andrea Elson, Denise Culver, Joe Piesman, River Mizell

**Excused:** Scott Mason, Elena Lopez

**NAD Staff:** Katie Donahue, NAD Director; Matt Parker, NAD Resource Management Supervisor; Kristina Ostrowski, Business Support III; Mary Boyts, Business Support III

**City Staff:** Kirk Longstein, Sr. Environmental Planner, Community Development & Neighborhood Services

- 3. **COMMUNITY PARTICIPANTS:** none
- 4. **AGENDA REVIEW:** No changes were made to the agenda.
- 5. **APPROVAL OF MINUTES:**

*Member Culver made a motion to approve the July 2023 LCSB Meeting Minutes. Member Piesman seconded the motion. The motion was unanimously approved 7-0.*

6. **DISCUSSION ITEMS:**

**Draft Oil and Gas Regulations Update**

Kirk Longstein, Sr. Environmental Planner, Community Development & Neighborhood Services, opened the discussion with a staffing update that Cassie Archuletta will be transitioning out of her position as Manager of Environmental Sustainability with the City. Mr. Longstein will be the Interim Oil and Gas contact until her position is filled and will attend the Air Quality Advisory Board meetings.

Mr. Longstein began his presentation by highlighting three work streams:

- 1. The newly adopted Oil and Gas Regulations, which enforce location standards restricting new oil and gas facilities within City limits.
- 2. Ongoing operational standards efforts to collaborate with the State and County on enforcement mechanisms to ensure compliance with clean air and water quality standards.



# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## Land Conservation & Stewardship Board

### Regular Meeting

Efforts include but are not limited to policy surrounding cease-and-desist orders, pressure on Prospect Energy regarding plugging and abandoning low-producing and non-producing wells, and collaborating with State partners like the Colorado Energy and Carbon Management Commission (ECMC).

#### 3. Reverse setback standards.

Mr. Longstein proceeded with a presentation on the proposed oil and gas reverse setback requirements. He defined the difference between setbacks (defines standards for new oil and gas wells from an existing structure) and reverse setbacks (defines standards a structure needs to be from an existing oil and gas well). The City of Fort Collins code adopted a 2000-foot setback for new and existing wells; the State of Colorado has a presumptive 2000-foot setback but does not regulate surface activities and land use.

A map of the active Fort Collins Field highlighting locations of oil and gas wells within the City was shared. All the wells in the active field are traditional, vertical oil-producing wells, 5000-feet in depth, that go down into an oil formation on a closed loop system. These are low producing wells, which utilize an enhanced oil recovery process that is unique compared to other injection well processes used across the State of Colorado. Most of the wells in Fort Collins are abandoned.

Mr. Longstein identified two abandoned exploratory wells located in and near the Arapaho Bend Natural Area: one near Harmony Road and I-25 (this is an abandoned and not fully reclaimed well) and a well located adjacent to the archery range just outside the City's jurisdiction (City code includes setbacks from outside our jurisdiction). These were exploratory wells that were never producing.

Mr. Longstein provided an overview of the proposed reverse setback standards for wells.

Mr. Longstein noted the proposed code would apply regulations to existing homes in the buffer. This will decrease density and ensure new development, existing properties, and structures are not adjacent to oil and gas wells.

A summary of the buffers in the active zone were provided:

- 2000-feet - active wells
- 500-feet - inactive and not fully reclaimed
- 150-feet - fully reclaimed

A list of reverse setbacks in surrounding municipalities and counties were shared. Broomfield and Loveland are the only other jurisdictions that have setbacks similar to the buffers being proposed.

Proposed code refinements to reverse setbacks will be discussed at the September 5, 2023 City Council Meeting.

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## Land Conservation & Stewardship Board

### Regular Meeting

#### Discussion

Mr. Longstein noted within the last year, the City petitioned the State of Colorado to have operators update their financial assurances for plugging, abandoning, and reclaiming wells; the result requires operators to post additional bonds and financial security to cover the cost of these operations.

There was further discussion around policy surrounding compliance issues within the State. Mr. Longstein clarified an operator permit that is under a cease-and-desist order, are closed-door negotiations, while the Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division re-negotiate the terms of their permit. Mr. Longstein clarified Member Piesman's inquiry, stating the State will post a press release on their website stating the reason for issuing a cease-and-desist order; but the re-negotiation of permit terms remains private.

Mr. Longstein answered a variety of general questions from the Board:

- In response to Member Kley's inquiry, Mr. Longstein clarified a shut-in well is a well mechanically turned off and not running for a temporary period of time for a variety of reasons (e.g. safety).
- Chair Cunniff expressed concern of surface spills of the operation at the surface of the injection well and suggested a provision for inspection at the injection site would be useful. Mr. Longstein responded that the literature supports the higher-level risk is at the tank and separators.
- Member Kley was interested in how chemicals at the surface are monitored during operation. Mr. Longstein informed the Board the Colorado Energy and Carbon Management Commission (ECMC) annually conducts a Mechanical Integrity Test which identifies problems at the source and tank battery inspections are performed on-site to identify chemicals being used.

Mr. Longstein's understanding is there are no detailed disclosure requirements on chemical analysis performed periodically to monitor activity, but he will look further into where this information may be housed. The polymers, silicate, and other chemicals are within the 1% range, and grey water is primarily cycling through this system.

- Mr. Longstein stated the operator agreement was terminated last fall now that the City has land use authority.
- Member Culver inquired about the reverse setback standards for Larimer County. Mr. Longstein confirmed Larimer County's reverse setback standard is 1000-feet.

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## Land Conservation & Stewardship Board

### Regular Meeting

- The Board echoed Member Mizell's concern surrounding disclosure to homeowners and renters who acquire property adjacent to reverse setbacks. Mr. Longstein stated the proposed standards would require a point-of-sale disclosure requiring the seller or lessor provide any information related to monitoring reports and disclosures related to the EPA thresholds in 14-point font. Additionally proposed, is descriptive language written into the code of the required verbiage to be stated at time of sale. Written notice is required no less than 30 days prior to closing.
- Mr. Longstein stated there are no disposal wells within the City of Fort Collins.
- The Board echoed Chair Cunniff's suggestion that trailheads should be treated as a structure in the proposed reverse setback verbiage. There was mutual interest across the Board to revisit this topic of discussion, specifically regarding the two drilled and abandoned wells near Arapaho Bend Natural Area.

### West Nile Virus Update

Matt Parker, NAD Resource Management Supervisor, provided a brief history of the City's West Nile Virus Program, a biological overview of West Nile Virus (WNV), and an update on the City's current disease mitigation efforts.

He highlighted WNV is present year-round and the City has been actively responding to WNV for 20-years. WNV is predominant in the avian community and noted the more birds infected with the disease in a given area, the more amplified the cycle of WNV in the corresponding community. Mr. Parker shared the CDC's infection rate map highlighting the rate of cases per 100,000 people.

Through a collaboration with CSU and Vector Disease Control International (VDCI), data sets are run weekly. There are 53 traps, across four zones. The results of the most recent data set (Week 31) were shared. Current data shows a peak of over 350 culex mosquitos per trap, the historic trend is approximately 70 culex mosquitos per trap at this time of year.

Mr. Parker stated when determining treatment areas for disease mitigation, the goals are to be effective, responsible and judicious with pesticides; target as small of an area as possible, and to target as early as possible to limit viral amplification. The City currently sprays for mosquitos on Sunday's due to contractor limitations.

The City of Fort Collins operates at a 0.75 Vector Index (VI) Threshold within a polygon floating zone. Historically, the eastern two quadrants of the City are generally more active than the western two quadrants. The City's policy to spray is based on the recommendation of the Larimer County Health Department.

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## Land Conservation & Stewardship Board

### Regular Meeting

---

Mr. Parker highlighted recent improvements and challenges of the WNV Program. Improvements include but are not limited to an improved map design for the public, GPS tracking data posted for up to 24 hours, the removal of the GIS heat map, and communication materials available in Spanish. Challenges include conveying complex data, comparing against the unknown outcomes if different courses of action were taken, and the inability to measure a true outcome.

#### Discussion

The Board was interested in the fact there are only 2 species of mosquitos that carry West Nile Virus (*Culex pipiens* and *Culex tarsalis*). These are the two-species of mosquitos the City and its community partners monitor for WNV mitigation response.

Mr. Parker and the Board discussed variables that affect data collection, the impacts to mitigation response time and treatment effectiveness, and infection rates in mosquitos. There was further discussion around the potential risks that exist due to this variability.

Member Elson asked Mr. Parker to define what the “historic” value encompasses. Mr. Parker stated the historic average of the VI values is the average of all twenty-previous years of data collection at a specific EPI-week point. The Board acknowledged the data variability that exists year-to-year.

Member Piesman commented that the WNV Program has matured over time.

Chair Cunniff and Member Piesman were interested in how long it takes mineral oil to degrade in the environment and the frequency of how often it is used in larval treatments. Matt Parker does not believe there is lasting impact but will follow up with a concrete response after further investigation.

Chair Cunniff asked if the winter West Nile Task Force is still active. Mr. Parker confirmed the Winter WNV Advisory Committee has not been terminated.

Member Elson inquired if there is data on the impact of WNV infections in humans within the City and surrounding towns. Mr. Parker stated it is difficult to gain accurate data because of how mobile people are. Chair Cunniff and Member Piesman added that statistically until the numbers get into the hundreds of cases, it is difficult to have a significant correlational value. Member Piesman echoed Chair Cunniff’s comment on the variability of humans making it very difficult to track humans infected with WNV. This led to conversations on the risk factors (e.g. age, immune-compromised, existing neurological conditions) that contribute to the chance of contracting West Nile Virus.

Member Mizell expressed the importance of an accessibility review for necessary modifications to increase the visual contrast of communication materials for the public to be ADA compliant and to better address and prioritize human mitigation of WNV.

# MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



## Land Conservation & Stewardship Board Regular Meeting

---

### 7. BOARD UPDATES:

Member Piesman requested a NISP update in the upcoming months.

### 8. DEPARTMENT UPDATES:

Katie Donahue, NAD Director, provided department updates:

- Soapstone Prairie Natural Area and Bobcat Ridge Natural Area will be re-opening in the coming week after closures to address damage caused from the recent flash floods.
  - Bobcat Ridge Natural Area trails will re-open with exception to the closure of the Ginny Trail and On the Rocks Trail.
- The Kestrel Fields Grand Opening is Saturday, September 9, 2023.
- The City is looking for strategic plan input from members of Boards and Commissions regarding the City’s upcoming budget cycle. Katie will follow up with the LCSB this fall.
- Budget adjustments and staffing will be addressed at the 8/15/2023 Regular City Council Meeting. A request for additional appropriation funds for the Encampment Site Cleanup Pilot Project Program will be discussed.

### 9. ADJOURNMENT

The meeting adjourned at 7:44 p.m.

\_\_\_\_\_  
Ross Cunniff, Chair

\_\_\_\_\_  
Date



**Mayor**  
City Hall  
300 LaPorte Ave.  
PO Box 580  
Fort Collins, CO 80522  
**970.416.2154**  
970.224.6107 - fax  
[fcgov.com](http://fcgov.com)

August 31, 2023

Air Quality Advisory Board  
c/o Selina Lujan, Staff Liaison  
PO Box 580  
Fort Collins, CO 80522

Dear Chair Houdashelt and Board Members:

On behalf of City Council, thank you for providing us with the August 28, 2023 memorandum wherein you summarized the Board's recommendations for Council to adopt some, but not all, of the staff recommendations regarding oil and gas (O&G) reverse setbacks. Thank you for outlining which specific recommendations the Board supports, which it does not, and additional staff proposals regarding dwelling units and financial liability for well plug failures.

This topic is scheduled to be discussed during the September 5, 2023 City Council meeting and we encourage you to watch the proceedings of the meeting either in person at City Hall at 6:00 p.m. or online via [fcgov.com](http://fcgov.com).

Thank you for the expertise and perspectives that you bring to the Board and share with City Council.

Best Regards,

A handwritten signature in black ink, appearing to read "Jeni Arndt".

Jeni Arndt  
Mayor

/sek

cc: City Council Members  
Kelly DiMartino, City Manager



## MEMORANDUM

**DATE:** August 28, 2023  
**TO:** Mayor and City Councilmembers  
**FROM:** Mark Houdashelt, Chair for the Air Quality Advisory Board  
**RE:** Recommendations Regarding Oil and Gas Reverse Setbacks  
**CC:** Boards and Commissions via email [boardsandcommissions@fcgov.com](mailto:boardsandcommissions@fcgov.com)

The Air Quality Advisory Board has discussed City staff's proposals for amending the City's regulations related to oil and gas (O&G) reverse setbacks and makes the recommendations described below.

In terms of the setbacks from different types of O&G wells:

- operating wells - the AQAB recommends that Council adopt the staff proposal (2000 ft setback with a conditional potential variance to 500 ft).
- enhanced oil recovery (EOR) injection wells - the AQAB recommends that Council adopt the staff proposal (2000 ft setback with a conditional potential variance to 500 ft).
- not fully reclaimed abandoned wells - the AQAB recommends that Council adopt the staff proposal (500 ft).
- fully reclaimed abandoned wells - the AQAB recommends that Council NOT adopt the staff proposal but instead set this reverse setback at 500 ft, similar to that of not fully reclaimed abandoned wells.

The AQAB also recommends that Council adopt the staff proposals:

- to prohibit ADUs (detached occupiable buildings) within the buffer zones;
- to measure setbacks from all occupiable buildings, not just residences;
- to extend buffer zones beyond arterial roads;
- for soil-gas and groundwater monitoring (monitor once prior to permitting and once at the end of a five-year construction guarantee); and
- for the notification requirements that a landowner must provide to potential buyers or renters that would reside on a property that fully or partially includes land within the buffer zone near an O&G facility.

In addition, the AQAB recommends that Council adopt regulations that clearly specify the parties that are financially liable for the environmental and health impacts of any future well plug failure and develop the disclosure requirements that will apply when this responsibility is transferred from one party to another.



**MEMORANDUM**  
**NATURAL RESOURCES ADVISORY BOARD**

**DATE:** August 16, 2023  
**TO:** Mayor and City Council Members  
**FROM:** Natural Resources Advisory Board  
**SUBJECT:** Recommendations Regarding Proposed Changes to Oil and Gas Policies

Dear Mayor and Councilmembers,

On July 19, 2023, Kristie Raymond (Environmental Planner) and Cassie Archuleta (Air Quality Program Manager) presented to the Natural Resources Advisory Board on updates regarding potential recommendations to oil and gas reverse setbacks as it pertains to new development within the city limits. During the presentation, Kristie Raymond shared a summary of proposed changes. The Natural Resources Advisory Board has reviewed these proposed changes and have made the below recommendations.

Proposed changes with Board recommendations:

*\*The Board's recommendations are italicized.*

1. Apply oil and gas reverse setbacks to all occupiable buildings, not just residential uses.
  - a. NRAB is in support and encourages the Council to adopt.*
2. Eliminate the buffer exemption for crossings of arterial roadways.
  - a. NRAB did not receive adequate information to take a position.*
3. Increase buffer for developments near existing oil and gas operations from 500' to 2000' to match ECMC and Fort Collins new code setbacks.
  - a. NRAB is in support and encourages the Council to adopt.*
4. Allow modification of standards for Enhanced Oil Recovery (EOR) injection well buffers, no less than 500'.
  - a. NRAB does not support and encourages for the buffer zone to remain at 2000' for new development.*
5. Decrease soil-gas and ground water monitoring requirements for plugged and abandoned wells from once every 5 years to once prior to permits and once again at the end of a five-year construction guarantee.



- a. NRAB would support an initial early monitoring within the first year following being plugged followed by periodic monitoring indefinitely.*
  - b. NRAB also suggests rephrasing this statement for clarity (e.g. replace “decrease” with “modify”).*
6. No change to buffer for developments near existing abandoned wells (not fully reclaimed) at 500’.
  - a. NRAB is in support.*
7. No change to buffer near plugged and abandoned wells (fully reclaimed) at 150’.
  - a. NRAB is in support.*
8. No change to disclosure requirements for future property owners via a property covenant.
  - a. NRAB is in support.*
9. Add requirements for point-of-sale disclosure notice for new developments and existing homes within a 2,000’ buffer.
  - a. NRAB is in support and encourages the Council to adopt.*
10. Add prohibition on detached occupiable buildings from existing buildings located within the oil and gas buffer.
  - a. NRAB does not support and recommends placing the onus of this decision on the property owner and requiring the disclosure to renters/point-of-sale.*

The Board views the adoption of the proposed changes as an incremental step in achieving Our Climate Future goals, particularly as it pertains to the “Big Move 3: Climate Resilient Community,” “Big Move 11: Healthy Natural Spaces,” and additional environmental health goals outlined in the City’s strategic plan.

Thank you for your time and consideration on this issue and its future implications for the community.

Very Respectfully,

Dawson Metcalf, MS  
Chair, Natural Resources Advisory Board



David Katz, Chair  
 Julie Stackhouse, Vice Chair  
 Michelle Haefele  
 Adam Sass  
 Ted Shepard  
 Samantha Stegner  
 York

Virtual Hearing  
 City Council Chambers  
 300 Laporte Avenue  
 Fort Collins, Colorado

Cablecast on FCTV, Channel 14 on Connexion &  
 Channels 14 & 881 on Comcast

---

The City of Fort Collins will make reasonable accommodations for access to City services, programs, and activities and will make special communication arrangements for persons with disabilities. Please call 221-6515 (TDD 224-6001) for assistance.

---

**Regular Hearing  
 July 20, 2023**

**Chair Katz called the meeting to order at 6:00 p.m.**

**Roll Call:** Haefele, Katz, Sass, Shepard, Stackhouse, Stegner, York

**Absent:** None

**Staff Present:** Frickey, Sizemore, Claypool, Yatabe, Guin, Longstein, Raymond, and Manno

Chair Katz provided background on the Commission's role and what the audience could expect as to the order of business. He noted that members are volunteers appointed by City Council. The Commission members review the analysis by staff, the applicants' presentations, and input from the public and make a determination regarding whether each proposal meets the Land Use Code. He noted that this is a legal hearing, and that he will moderate for civility and fairness.

**Agenda Review**

CDNS Director Sizemore reviewed the items on the Consent and Discussion agendas, stating that all items will be heard as originally advertised.

**Public Input on Items Not on the Hearing Agenda:**

None noted.

**Consent Agenda:**

1. Draft Minutes from May 18, 2023, P&Z Hearing

**Public Input on Consent Agenda:**

None noted.

Chair Katz did a final review of the items on consent and reiterated that those items will not have a separate presentation unless pulled from the consent agenda.

**Member York made a motion that the Planning and Zoning Commission approve the Consent Agenda for the July 20, 2023, Planning and Zoning Commission hearing as originally advertised. Member Shepard seconded the motion. Vote: 7:0.**

**Discussion Agenda:**

**2. Land Use Code: Oil & Gas Reverse Setbacks**

**Project Description:** This is a request for a recommendation to City Council amending the Land Use Code to update reverse setback standards from new development near existing oil and gas wells.

**Recommendation: Approval**

Secretary Manno reported that no new information had been received after the agenda packet was published.

**Staff and Applicant Presentations**

Senior Environmental Planner, Kirk Longstein, gave a brief verbal/visual overview of the project.

**Public Input (3 minutes per person)**

Bill Swalling, 6164 S. Fairfax Ct., presented on behalf himself, along with comments from the following individuals: Stuart Ellsworth, 7716 S. Harrison, Centennial, CO; Dade Neslion, 720 S. Jackson St., Denver, CO; Katelyn Hall, 350 Indiana St., Golden, CO; Tami McMullin, 350 Indiana St., Golden, CO; and Dan Nickless. Stuart spoke to the specifics of water injection wells and the process involved in maintaining these wells. Dade spoke to the buffer size, concerns, likelihood of changes, and safety. Dr. McMullin spoke to the potential of health impacts or, more likely, the lack thereof of health impacts. Dr. Hall spoke to air emissions and lack of health impacts due to the type of wells.

Michael Welty, 319 Orion Cir., spoke on behalf of the Builders Council. He is concerned that this is a continued path toward increasing the cost of new home construction. This hurts the construction industry and the number of jobs that are created.

Tim Gosar, 1908 Promenade Way, spoke to the Firestone tragedy and the possibility of 500' variances that could be granted. He is also concerned with the safety issues and potential for lack of or no reporting of spills.

Ed Beehan, 3580 Stanford Rd., is concerned with the proposed reverse setback standards, site monitoring, and the notification process.

**Staff Response**

Planner Longstein responded that he has had the pleasure of working with Bill Swalling and his team over the months and appreciates their time. Regarding available literature, it is not complete regarding oil recovery wells and setback attributes. This is the primary reason that staff has introduced the modification of standards opportunity from the 2000' setback, for instances where additional information could help the Commission make a decision. Staff does not recommend differentiating setbacks between pre- and post-production situations. Staff does continue to collect monitoring reports. Staff has tried to balance disclosures between ongoing monitoring and concerns about future contaminates in the community.

## Commission Questions / Deliberation

### Commission questions

Member Haefele asked for clarification regarding the buffer. Planner Longstein responded that if the developer submits a proposal today, under the current Code, it would be 500' or Colorado Oil and Gas Conservation Commission (COGCC) standards, whichever is stricter. Once the changes to Code are made, the buffer will be 2000'. Currently, the Code breaks the buffer, meaning that if there is an arterial or collector road, the buffer would not extend over that road. The proposed updates would remove this provision so that the buffer would extend.

Member Shepard asked for clarification on whether the proposed Code changes only affected occupiable buildings. Planning Manager Frickey responded that Code will affect only inhabitable buildings for which one would receive a certificate of occupancy.

Member Shepard asked what would happen if someone wanted to complete an addition on a main structure that fronts to a street. Planner Longstein responded that it would be allowed. Member Haefele asked if the proposed Code changes would apply to an addition to an existing building where the addition encroached into the buffer. Planner Longstein responded that this type of addition would be permitted. After additional discussion of alternative situations, Planner Longstein responded that if the existing home falls in the buffer, an addition would be allowed. If the home falls outside of the buffer and the addition encroaches into the buffer, it would not be allowed.

Member Haefele asked about how requests from an existing operator to go back into an injection would be treated once the regulations go into effect. Planner Longstein responded that the response might need a follow up. However, if it were even feasible, the operator would have to go through a COGCC process. There is no local process. Member Haefele asked about a situation where a developer gets a modification of standard because a well is not producing but later wants to go back into an injection or a plugged and abandoned well. Planner Longstein responded that the operator would have to go through the State process.

Member Haefele asked if the disclosure relates to real estate transaction and whether these would be required for every transaction for the property. Planner Longstein affirmed her understanding. Member Haefele asked to be walked through how this would happen during a transaction. Planner Longstein responded that he is not a licensed real estate professional. The intent of the Code is not to regulate private transactions; however, the State of Colorado has rules and guidance around disclosures that the real estate professional would include. The Code is specific around the language that should be provided to the seller. Chair Katz understands this and suspects this would be a signed disclosure from the buyer.

Vice Chair Stackhouse asked if every house in the radius would receive the disclosure if they sold their homes. Planner Longstein confirmed that the Code changes would require the disclosure.

Chair Katz asked whether the continued monitoring is specific to the Enhanced Oil Recovery or all types of production wells. Planner Longstein responded that a well is reclaimed is through cement, and we do not know when cement might fail. It is reasonable to assume that older wells are going to be at a higher risk than the newly plugged wells. Wells will be monitored for five years once they are plugged. Vice Chair Stackhouse asked about the environmental consequences if a failure were to occur. Planner Longstein responded that it would depend on the exposure related to the industrial contaminants. Member York asked who would be responsible in the instance of a failure. Planner Longstein responded that if a contamination is identified from the monitoring, the development would be required to bring it back to an acceptable level. Member York asked who would be responsible after the expiration of monitoring? Planner Longstein responded the homeowners, Homeowners Association, or the landowner.

### Commission Deliberations

Member Shepard commented in regard to peer municipalities and stringency of standards, the City of Fort Collins is second most stringent. This resonates with him. Vice Chair Stackhouse commented the proposed Code language reflects a compromise. It provides protection but is not so arduous that it creates unintended consequences. She feels this is a reasonable compromise and she supports the Code language.

Member Haefele commented on the five-year monitoring for plugged and abandoned wells, noting a likelihood that failure will occur over time. She proposed that the Commission recommend to the Council a period of monitoring that is longer and less frequent than annual. She also believes homeowner disclosures should be upfront and not buried. Member York agreed with the Member Haefele's longer and less frequent monitoring proposal. Vice Chair Stackhouse asked if this meant monitoring in perpetuity. Planner Longstein then clarified that monitoring will not tell us if the plug is failing. Rather, the monitoring is groundwater and soil gas to evaluate for contaminants. Member Sass requested clarification on whether the five years was only on the abandoned wells. Chair Katz confirmed this understanding and noted that the reclaimed wells require one inspection upon permit. Member Sass also requested clarification on the setbacks for each: reclaimed is 150' setback, dried is 500' setback and 2000' for injected and production. Chair Katz confirmed the understanding.

Chair Katz asked the Commission for comments in support or opposition. He is sensitive to some of the public comments and has considered what has been said. He encourages the modification of standards process. He supports the staff's recommendation. Member Sass asked the Commission if members understand the distance between an injection well and a production well. He wants to understand why a 2000' setback is proposed for both types when they operate very differently. Member Haefele responded that the injection well could again be used for development and production. She feels they should be treated the same. Member York feels there should be consistency between them regardless of what the fluid is. Vice Chair Stackhouse feels the staff's proposal is a conservative approach. For that reason, there are going to be consequences to existing homeowners and future development; however, it is a tradeoff. Chair Katz feels this will not have much of an effect on existing residents, but more so for the new development. Both Chair Katz and Member Shepard support this proposal. Member Shepard suggested the addition of a couple of columns to the peer city slide to show Council what other cities have the modification of standard procedure and which do not. He asked if 2.8.2h1-4 be the same criteria. The response was yes. Member Shepard expressed comfort with this proposal, as did Chair Katz.

**Member Stackhouse made a motion that the Planning and Zoning Commission recommend that the City Council adopt the Land Use Code amendment addressing setbacks from existing oil and gas facilities, including language that permits any applicant that submits a completed Basic Development Review Project Plan, planned unit development, or building permit application prior to the effective date of the proposed ordinance to continue development review under standards adopted by Ordinance 114-2018. Member York seconded.** Member Shepard thanked the public for speaking. He also commented that he feels staff has engaged in a rational process with sufficient and comprehensive public engagement. Member York thanked everyone, and he will be supporting. Chair Katz commented that he learned a lot and it was very well put together and he will be supporting the recommendation. **Vote: 7:0.**

---

For more complete details on this hearing, please view our video recording located here:  
<https://www.fcgov.com/fctv/video-archive.php?search=PLANNING%20ZONING>

**Other Business**

Vice Chair Stackhouse spoke to the rules of public participation and if it could be posted on the website for future audiences. Director Sizemore responded that staff will look into it and let the Commission know at the next work session. Attorney Guin commented that the city code addresses the rules/procedure. They are forwarded to the Clerk's office and maintained by the Clerk.

**Adjournment**

Chair Katz moved to adjourn the P&Z Commission hearing. The meeting was adjourned at 7:49 pm.

---

*Minutes respectfully submitted by Shar Manno.*

---

Minutes approved by a vote of the Commission on: September 21, 2023.

\_\_\_\_\_  
Paul Sizemore, CDNS Director

\_\_\_\_\_  
David Katz, Chair

Item 21.



Planning, Development & Transportation Services

Community Development & Neighborhood Services

281 North College Avenue
P.O. Box 580
Fort Collins, CO 80522.0580

970.416.2740
970.224.6134- fax
fcgov.com

MEMORANDUM

DATE: August 10, 2023
TO: Mayor and City Council
THRU: Kelly DiMartino, City Manager
Tyler Marr, Deputy City Manager
Caryn Champine, Director of Planning, Development and Transportation
Paul Sizemore, Community Development and Neighborhood Services Director
Clay Frickey, Interim Planning Manager
FROM: Kirk Longstein, Senior Environmental Planner
RE: Land Use Code buffer standards near existing oil and gas facilities

Bottom Line:

The purpose of this memo is to provide Council with a summary of stakeholder feedback related to updates to the land use code that increase setback requirements for new and existing homes near oil and gas facilities. Based on public engagement, staff has incorporated feedback into the draft ordinance for Council's consideration on September 5. Below is a summary of feedback themes and how staff has incorporated feedback into the draft ordinance.

Background:

Based on Council direction during the October 25, 2022, work session discussion and the April 2023 adoption of Ordinance no. 151, 2022 for new oil and gas well sittings, Staff seek to update the reverse setback development standards (LUC 3.8.26) to reflect recent changes in the Colorado Energy and Carbon Management Commission (ECMC) regulations and lessons learned over the past 4 years, including:

- Apply reverse setbacks to all occupiable buildings, not just residential uses; and,
Explicitly state required setbacks, rather than refer generally to ECMC rules; and,
Create a more predictable pathway for abandoned/inactive well types; and,
Eliminate the buffer exemption for crossings of arterial roadways.

Item 21.

**Summary of proposed oil and gas reverse setback Code updates:**

A draft of the Code was posted to the public ahead of the planning and zoning commission hearing on July 17, 2023. The staff recommendations included the following:

1. Apply oil and gas reverse setbacks to all occupiable buildings, not just residential uses.
2. Eliminate the buffer exemption for crossings of arterial roadways.
3. Increase buffer for developments near existing oil and gas operations from 500' to 2,000' to match ECMC and Fort Collins new code setbacks.
4. Allow modification of standards for Enhanced Oil Recovery (EOR) Injection well buffers, no less than 500'.
5. Decrease soil-gas and ground water monitoring requirements for plugged and abandoned wells from once every 5 years to once prior to permits and once again at the end of a five-year construction guarantee.
6. No change to buffer for developments near existing abandoned wells (not fully reclaimed) at 500'
7. No change to buffer near plugged and abandoned wells (fully reclaimed) at 150'
8. No change to disclosure requirements for future property owners via a property covenant
9. Add requirements for point-of-sale disclosure notice for new developments and existing homes within a 2,000' buffer.
10. Add prohibition on detached occupiable buildings from existing buildings located within the oil and gas buffer.

**Community Feedback Summary:**

Staff coordinated a series of group meetings and continues to seek feedback from community partners and private landowners impacted by proposed buffering standards. Focused meetings were held to gather general community input on regulating reverse setbacks from existing oil and gas wells. The following group engagement is planned to inform code updates:

Date	Group
5/31/2023	Larimer Alliance
6/1/2023	Sonders
6/6/2023	Sonders
6/7/2023	Montava
6/9/2023	Larimer Alliance/Earthworks/Colorado Department of Public Health and Environment
6/13/2023	Sonders/Tami McMullin, PhD Toxicologist
6/21/2023	City of Fort Collins Parks Planning
6/22/2023	Larimer Alliance/Fort Collins Sustainability Group/Sierra Club
7/7/2023	Home Builders Association
7/17/2023	Air Quality Advisory Board
7/19/2023	Natural Resources Advisory Board
7/20/2023	Planning and Zoning Commission
7/26/2023	Sierra Club
8/8/2023	Board of Realtors
8/9/2023	Land Conservation Stewardship Board
9/12/2023	Urban Land Institute



Item 21.	Feedback theme	Feedback Summary	How has staff addressed the feedback?
	Increase Monitoring requirements adjacent inactive oil and gas wells	In 2018 as well as feedback heard in 2023, environmental community members wish to increase the groundwater/soil gas monitoring requirements adjacent fully reclaimed wells (plugged and abandoned).	<p>Staff recommend updates to the Code that include monitoring once before a permit is issued and again at the end of a 5-year construction guarantee rather than every year of a new development project's guarantee period.</p> <p>Since the city started collecting environmental site assessments in 2018, there is no evidence of contamination adjacent fully reclaimed wells within the proposed buffer. Staff recognize that cement is not a forever product and at some point, in the future, reclaimed wells may need repair.</p>
	Disclosure requirements for future homeowners	<p>Stakeholders expressed concern that monitoring is the responsibility of future residents after a developer's 5-year construction guarantee. Due to this time-bound responsibility, stakeholders have asked that disclosures state clearly any potential for hydrocarbon contamination.</p> <p>The Board of Realtors have commented that disclosure requirements should clearly state the responsible party and limit requirements to the specific buffer standards, not a flat 2,000' from all wells.</p>	Staff has updated the draft and provided prescriptive disclosure requirements for new developments and existing homes that is specific to buffer requirements and specifies the seller as the responsible party.
	Reduce the 2,000-foot buffer for Injection (EOR) Wells	The development community is suggesting that injection (EOR) wells receive a reduced buffer due to the fact that there is decreased air quality risk from these wells as compared to injection wells with onsite storage tanks or used for waste disposal.	As prescribed by the Colorado Water Quality Control Commission's Regulation 41 and the Federal Safe Drinking Water Act, a specified area which ground water is classified and an area of interest to monitor public health risks adjacent Class II UIC wells (e.g., EOR – Injection well) is identified. The distances where contamination related to a UIC wells ranges from .25 mile up to 2 miles from a potential source of pollution. It is within these distances where the potential for contamination may occur and therefore the Staff 2,000' reverse setback recommendation mitigates the potential risks permeating from the "the Zone of Endangering influence" as defined by the Federal Safe Drinking Water Act.

Item 21.

<p>Increase 2,000-foot buffer for all active oil and gas wells. (e.g., Producing and EOR injection wells)</p>	<p>Although the State ECMC has a presumptive 2,000-foot setback, Fort Collins should ensure public health and safety by increasing setbacks established by EXMC rules.</p>	<p>At this time, staff does not have evidence to support a buffer beyond 2,000-feet.</p> <p>The ECMC has implemented a 2,000-foot setback rule (ECMC Rule 604), which pertains to permitting for new well development, not existing wells. This setback was based on air emission and modeling studies pertaining to unconventional oil and gas operations. Additionally, the State ECMC requires mechanical integrity testing every 5 years which would serve as an indicator of a potential contamination event adjacent EOR injection wells.</p>
<p>Variance from the 2,000-foot buffer</p>	<p>Adopted in 2018, 500' is the current reverse setback standard. Staff has heard strong support from the development community to allow for a modification of standards per criteria listed under <a href="#">Sec. 2.8</a> of the land use code to provide a variance from the proposed 2,000' setback and no less than 500'.</p> <p>Environmental stakeholders share concerns that aging infrastructure and historic contamination events within the area of concern should preclude a reduced buffer through a modification of standards.</p>	<p>Because the peer-reviewed scientific literature is incomplete for buffering from EOR injection wells, Staff recommend a modification of standards from EOR injection wells where appropriate and when the four standards of LUC 2.8.2 (H) can be met.</p>
<p>Impacts to property values</p>	<p>Real estate professionals have shared concerns that these regulations signal a perception to potential home buyers that may negatively impact home values.</p>	<p>Staff do not assess the impacts to property value as part of development review applications.</p> <p>The city commissioned an appraiser to try to answer this question in 2014 but could not come up with a conclusive determination. To date, few scholarly property impact studies have been published, but the literature does suggest that a negative environmental event associated with fracking will likely have an adverse impact on property values in proximity to the event. <a href="http://www.fcgov.com/oilandgas/pdf/hunsperger-report.pdf?1453314619">www.fcgov.com/oilandgas/pdf/hunsperger-report.pdf?1453314619</a></p>

**Staff Work Plan - Next Steps to Address Fort Collins Oil and Gas wells.**

- ✓ **COMPLETED.** Financial assurances have been approved by State and are in place, ensuring operator has sufficient funds to plug, abandon and reclaim.
- ✓ **SCHEDULED.** City Council hearing to adopt updates to the oil and gas reverse setbacks, September 5.
- ✓ **Q4 2023 PRIORITY.** The City will submit an application to the State to order additional low and non-producing wells to be plugged and abandoned.
- ✓ **ONGOING.** Policy discussion to optimize enforcement and operational standards.



September 19, 2023

# Oil and Gas Reverse Setback Buffer Requirements

Kirk Longstein

Senior Environmental Planner



## New Oil & Gas Facilities

Siting requirements

Approval procedures

Design standards



Adopted April 4

## Operational Standards

Emissions controls

Leak detection and repair

Spill detection and response



Larimer County & CDPHE partnership

## Reverse Setback Buffer

Distance for new development from existing wells



Code refinements proposed; September 5

Increase  
Setback  
Distance

Increase  
Monitoring  
Requirements

Delay adoption of  
the Code until after  
wells are fully  
plugged and  
abandoned

Negative  
Market signal –  
soften home  
values



	<b>Ordinance No. 116, 2023</b>		
<b>Oil and Gas Well Status</b>	Well not abandoned	Well abandoned, not reclaimed	Well reclaimed
<b>Building Types</b>	All Buildings		
<b>Oil and Gas Buffer</b>	2,000-feet	500-feet	150-feet
<b>Alternative Compliance Buffer</b>	No		
<b>Monitoring</b>	No	5-years	2x
<b>Variance</b>	Yes – not less than 500-feet	No	No
<b>Common Area Playgrounds</b>	No		
<b>New Accessory Unit or New Primary Unit</b>	No		
<b>Platted Property Disclosure</b>	Yes		
<b>Point of Sale Disclosure</b>	Yes		
<b>Exemptions</b>	<p>Projects under review prior to September 29, 2023</p> <p>Approved Developments/Not Yet Built</p>		

Applicability	Applicable Setback/Buffer Under Proposed Code	Common Area Playgrounds	New Accessory Unit or New Primary Unit	Point of Sale Disclosure
<b>Existing/Built Neighborhoods</b> (Hearthfire, Richards Lake)	2,000-Feet	No new common areas allowed	No new units allowed	Yes
<b>Approved Developments/Not Yet Built</b> (Water's Edge, Country Club Reserve, Montava)	500-Feet	No new common areas allowed (beyond what is already approved)	No new units (beyond what is already approved)	Yes
<b>Future Development/Projects Under Review</b> (Mountain Vista Road area)	2,000 -Feet	No	No	Yes
<b>Projects under review</b> (Sonders Village, Water's Edge Parks)	500-feet	No	No	Yes

Trails

Utility Sheds

Detached Garages

Parking

Above Ground Utilities

Bathrooms

Naturalized Open Spaces

Signs

Solar systems

Street

Existing habitable space &  
additions



- Separate Point of Sale Disclosure notice 30-days prior to close and provided in 14pt font
  - Sellers and Landlords

*As required by 3.8.36 of the Fort Collins Land Use Code, notice is hereby given that [insert description of lot] is within [insert buffer standard set forth in Subsection (D) including well status and distance from well]. At the time of [sale or lease], environmental assessments, studies or reports done involving the physical condition of the Property impacted by oil and gas production are within the acceptable Environmental Protection Agency limits. For more information contact the City of Fort Collins Environmental Planner or the Energy and Colorado Carbon Management Commission formerly known as the Colorado Oil and Gas Conservation Commission.*

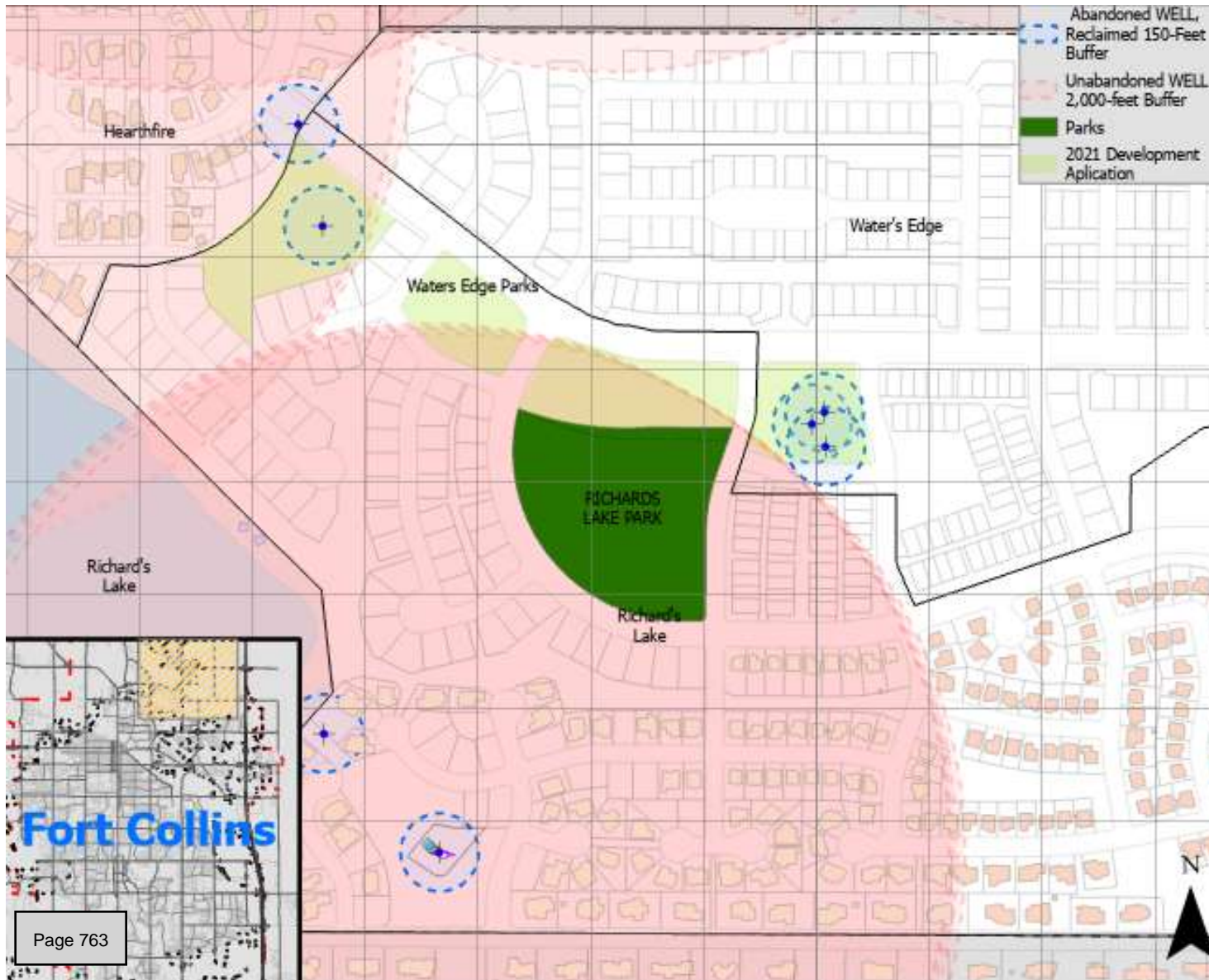


**Staff recommends adoption of the Ordinance on Second Reading with the following clarifying amendments:**

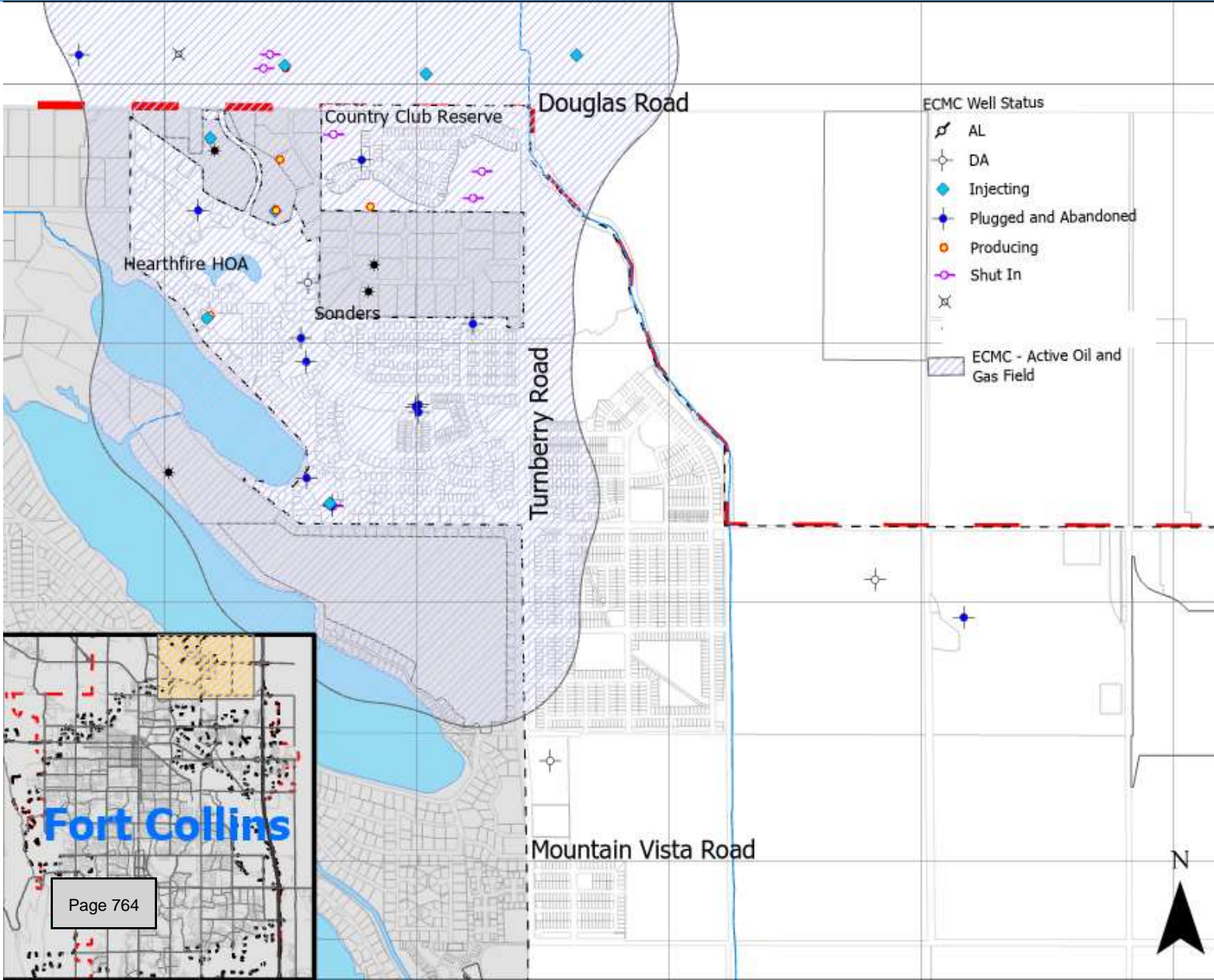
- (1) Clarify that buildings containing occupiable space must have been constructed pursuant to an approved application submitted prior to September 29, 2023.
  
- (2) Clarify restrictions on playgrounds, play structures, recreational fields, or community gathering spaces to:
  - Include special district and City-owned or maintained property;
  - Exclude development applications submitted prior to September 29, 2023 (e.g., Water's Edge Parks);
  - Exclude City parks planned as of September 29, 2023 (e.g., Richard's Lake Park).

Back up

	<b>Ordinance No. 114, 2018</b>	<b>Ordinance No. 116, 2023</b>		
<b>Oil and Gas Well Status</b>	All Wells	Well not abandoned	Well abandoned, not reclaimed	Well reclaimed
<b>Building Types</b>	Residential	All Buildings		
<b>Oil and Gas Buffer</b>	500-foot Single Family 1,000-foot High Occupancy or ECMC setback (e.g., 2,000-foot)	2,000-foot	500-foot	150-foot
<b>Alternative Compliance Buffer</b>	150-foot Well Reclaimed	No		
<b>Monitoring</b>	5-years alternative compliance only	No	5-years	2x
<b>Variance</b>	Yes	Yes – not less than 500-foot	No	No
<b>Common Area Playgrounds</b>	No	No	No	No
<b>New Accessory Unit or New Primary Unit</b>	Yes	No		
<b>Platted Property Disclosure</b>	Yes	Yes		
<b>Point of Sale Disclosure</b>	No	Yes		
<b>Exemptions</b>	1.) No existing neighborhoods prior to September 14, 2018  2.) Buffers do not extend beyond major collector street, arterial street, or highway	Projects under review prior to September 29, 2023  Approved Developments/Not Yet Built		



- Richard's Lake Park  
Purchased 2001  
Oil and Gas disclosure included.
- Water's Edge Park  
Development Application submitted 2021  
Approved community gathering spaces within the buffer
- Unabandoned wells adjacent site are ineligible for a Rule 211 claim.

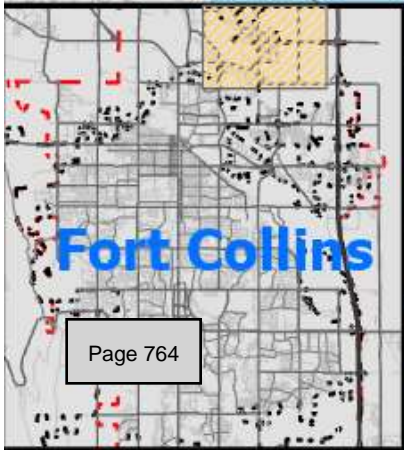


One Operator

- Prospect Energy

City

- 10 Active Wells
  - 4 Producing
  - 6 Injecting
- 20 Abandoned Wells
  - 5 Drilled and Abandoned
  - 15 Plugged and Abandoned



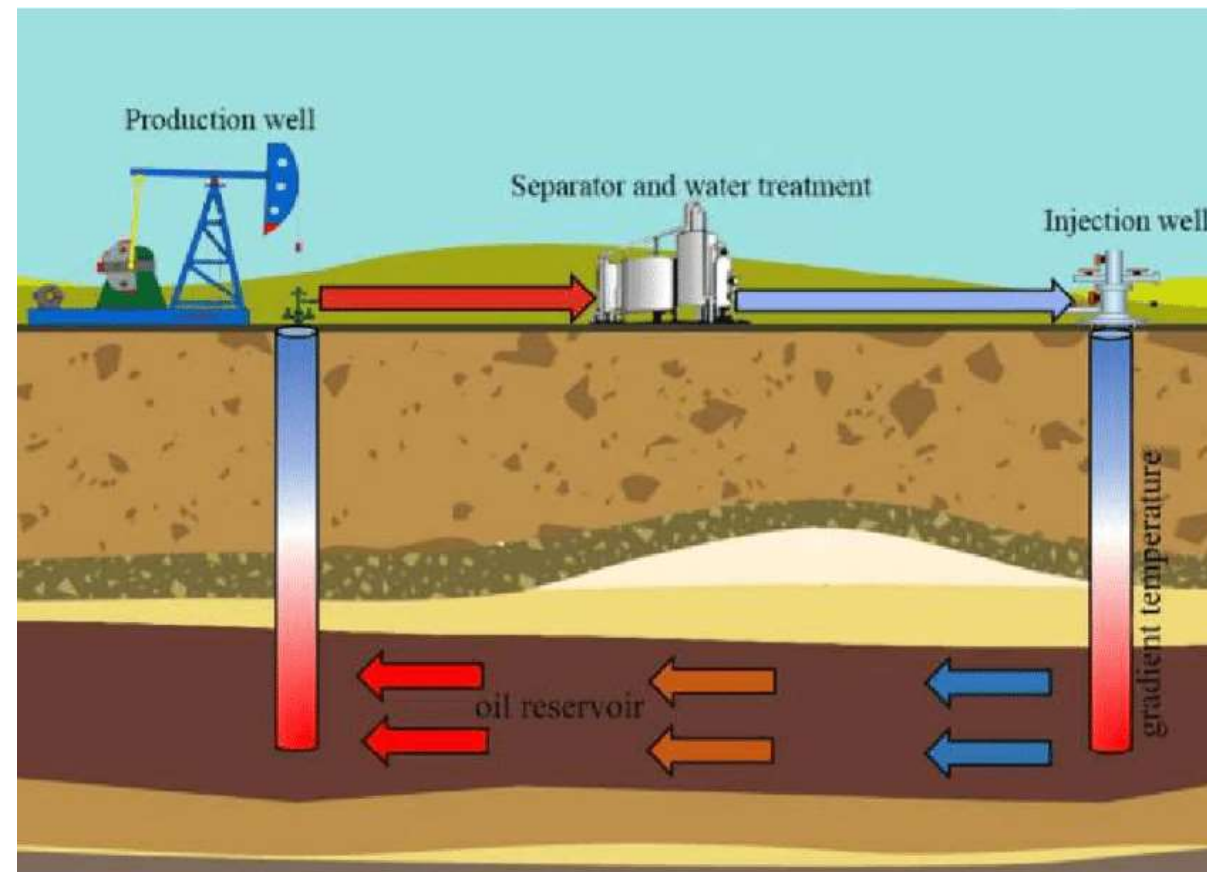
## WELL NOT ABANDONDED

- Producing
- Enhanced Oil Recovery

- ***Injection (Enhanced Oil Recovery) Well***

Fluids consisting of brine, freshwater, steam, polymers, or carbon dioxide are injected into oil-bearing formations to recover residual oil through a ***Production Well***.

- ✓ 2,000-foot setback
- ✓ No Monitoring required
- ✓ Modification of standards allowed
  - ✓ No less than 500-feet



## ABANDONDED, NOT RECLAIMED

- **Drilled (Dry) and Abandoned Well** which has proved to be non-productive which means it was covered as soon as it was drilled and never produced.
  - ✓ 500-foot setback
  - ✓ 5-years of monitoring
  - ✓ No modification of standard

## ABANDONDED, AND RECLAIMED

- **Plugged and Abandoned Well** is permanently shut down, plugged, wellhead removed, and considered safe and secure by COGCC inspection.
  - ✓ 150-foot setback
  - ✓ 1 environmental site assessment prior to permits and once again 5-years later
  - ✓ No modification of standard





## New developments and existing neighborhoods

- ✓ Secondary (uninhabitable) structures allowed
- ✓ Secondary (habitable) structures not allowed
- ✓ No permanent playground structures in common areas
- ✓ \*\*Additions to primary structures on parcels within a buffer are allowed



Well Status	Proposed Monitoring timeline	Risk	Trade-off
<b>Plugging and Abandoning</b>	1 X prior to Permit 1X 5yrs after Permit	Low	Potential casing failure & cement shrinkage in clay soil and salty soil
<b>Dry and Abandoned</b>	5 years	Low	Potential conduit to adjacent ground water source
<b>Producing</b>	None – operator requirement	High	Hydrocarbons present at the surface during production
<b>Injection – Enhanced Oil Recovery wells</b>	None – operator requirement	Medium	Closed loop greywater injection. subsurface risk for potential sources of benzene
<b>Injection – Disposal wells</b>	N/A	N/A – none in Fort Collins	Brines are separated from hydrocarbons at the surface and reinjected into the same or similar underground formations for disposal.

\*Greatest risk - older wells before 1950



Page 769

MSSU #30-17 – County Club Reserve



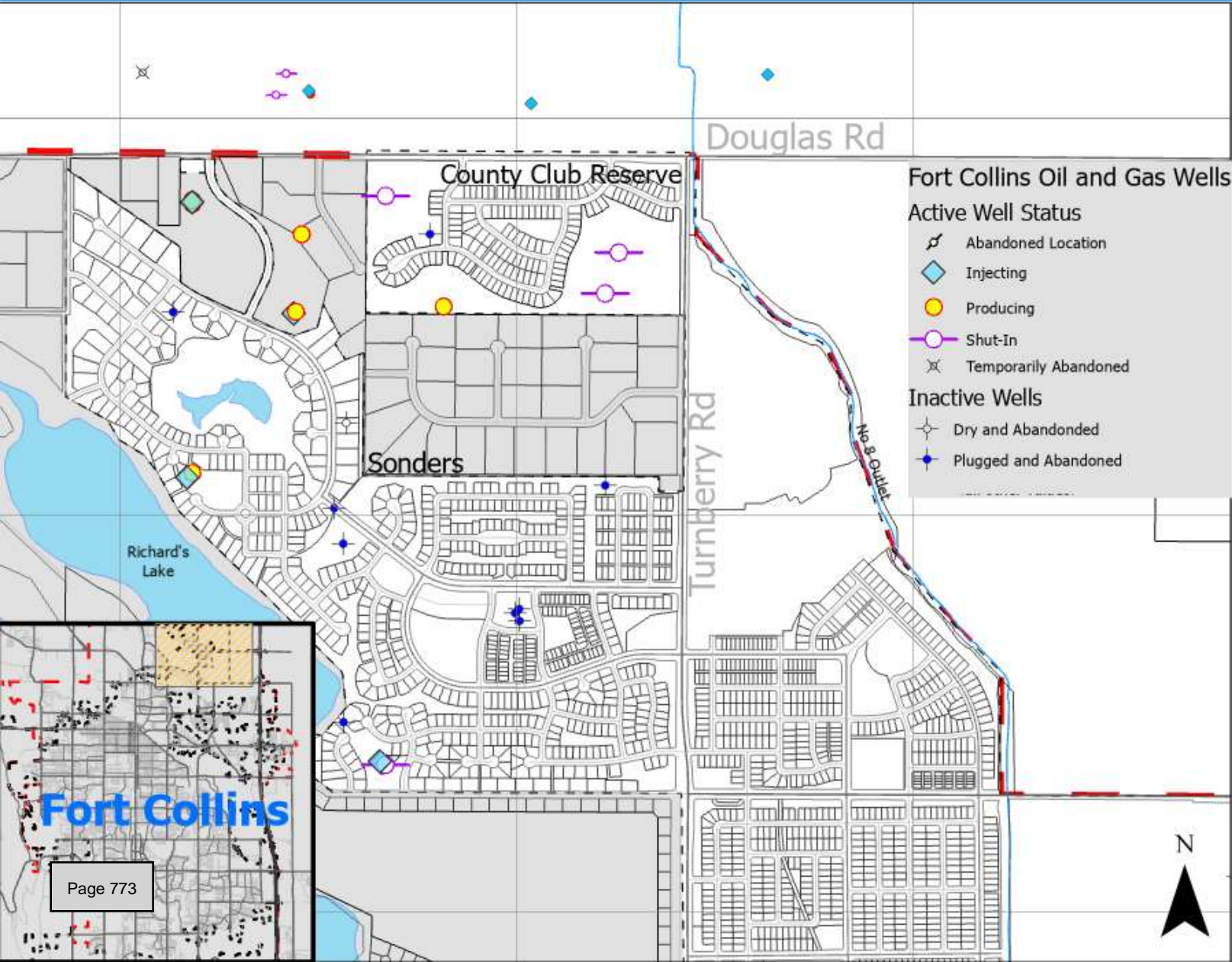
MSSU #30-07

Municipality or County	Producing well	Plugged and Abandoned
Broomfield	2,000'	250'
Commerce City	1,000'	50'
Erie	2,000'	150'
Fort Collins	2,000'	150'
Loveland	500'	500'
Longmont	750'	150'
Larimer County	1,000'	200'

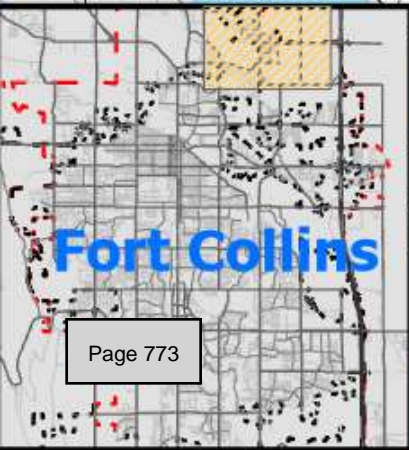
## Peer City Research - reverse setback buffers from injection wells

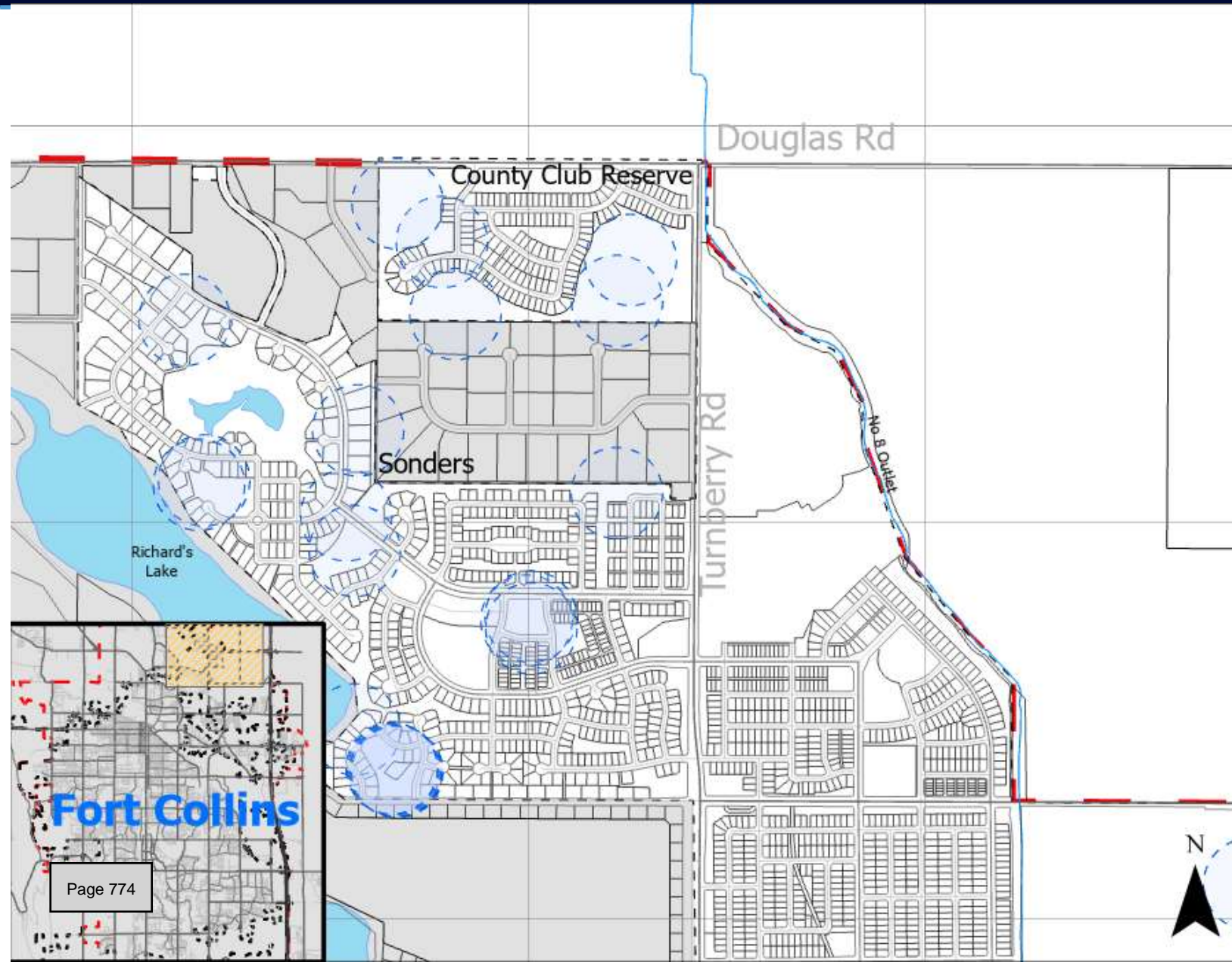
Municipality	Differentiate Injection Wells	Injection Well Reverse Setback	Comments
<a href="#">Boulder</a>	Yes	2000' single well 2500' multi well	Injection wells are defined as pre-production.
<a href="#">Broomfield</a>	No	2000'	Producing and injection wells both have 2000-foot reverse setbacks.  Broomfield does not have any water injection wells.
<a href="#">Commerce City</a>	No	1000'	Producing and injection wells both have 1000-foot reverse setbacks.
<a href="#">Erie</a>	No	2000'	Producing and injection wells both have 2000-foot reverse setback from wells being proposed or 500-foot from existing wells.
<a href="#">Loveland</a>	No	1000'	Producing and injection wells both have 1000-foot reverse setbacks.
<a href="#">Longmont</a>	No	750'	Producing and injection wells both have 750-foot reverse setbacks.  Injection wells are defined as inactive wells in the Land Use Code.
<a href="#">Thornton</a>	No	500'	Any development within 500 feet of the city will notify the owner/operator and triggers certain requirements

Municipality	Modification of Standards	Code Language
<a href="#">Boulder</a>	No	
<a href="#">Broomfield</a>	Yes	<p>“The land use review commission and city council may authorize variances from these setbacks in cases where, due to exceptional topographical conditions or other conditions peculiar to the site, an unnecessary hardship is placed on the subdivider or developer. Such variances shall not be granted if it would be detrimental to the public good or impair the intent and purposes of this title. The conditions of any variance authorized shall be stated in writing.”</p>
<a href="#">Commerce City</a>	No	
<a href="#">Erie</a>	No	
<a href="#">Loveland</a>	Yes	<p>“An owner of any real property subject to the requirements and limitations of Division 18.10.04, Oil and Gas Overlay Zone, may request a variance from those requirements and limitations. The grounds for such variance shall be those set out in Section 18.17.15.07, Variances, to the extent applicable. However, any variance to the oil and gas overlay zone standards must be in compliance with the underlying zoning or approved development plan governing the subject property....”</p>
<a href="#">Longmont</a>	No	
<a href="#">Thornton</a>	No	

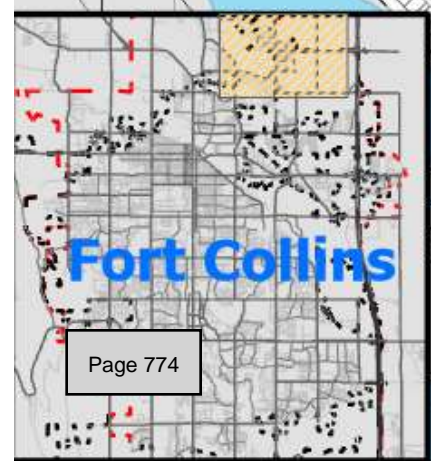


Unabandoned and abandoned wells

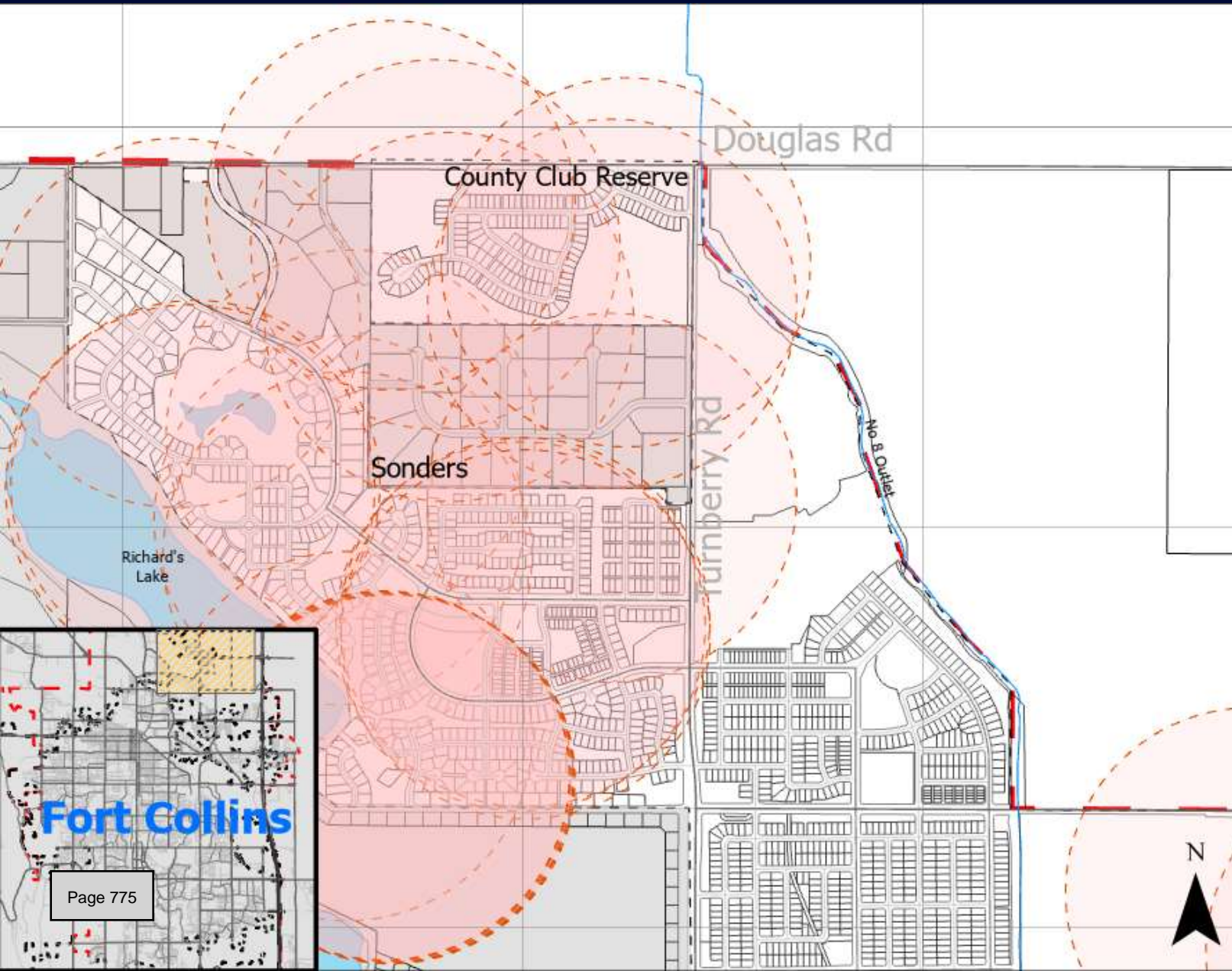




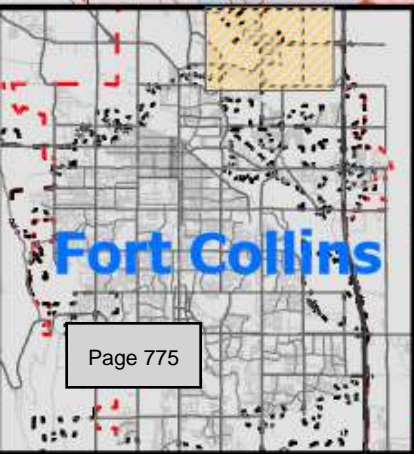
Prior to the adoption of SB19-181  
500 – Feet Reverse Setback







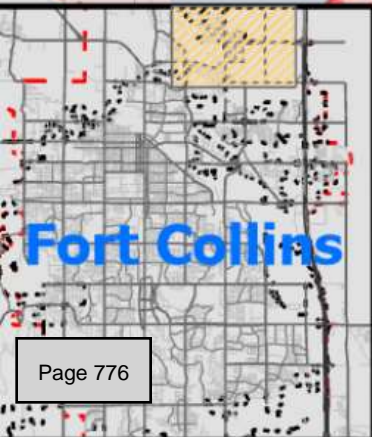
After the adoption of SB19-181  
2,000 – Feet Reverse Setback



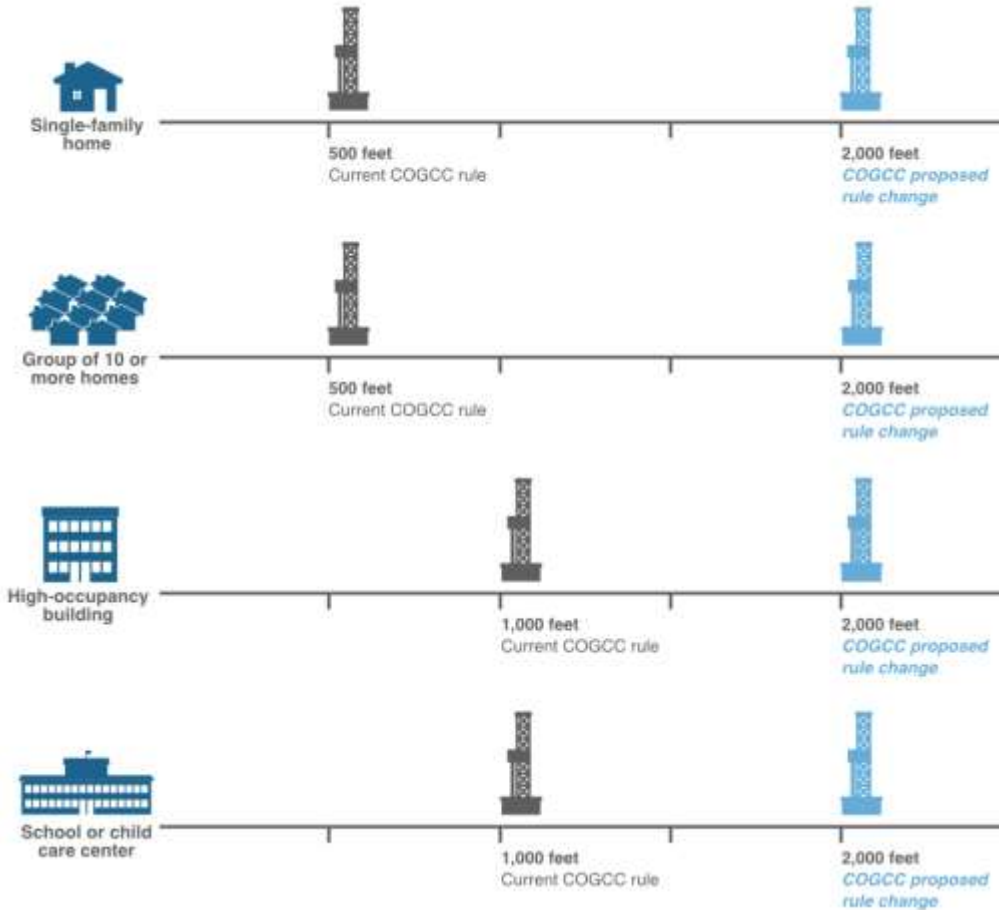


Staff Recommendation:

- 2,000-foot unabandoned wells
- 500-foot abandoned wells
- 150-foot abandoned wells, reclaimed



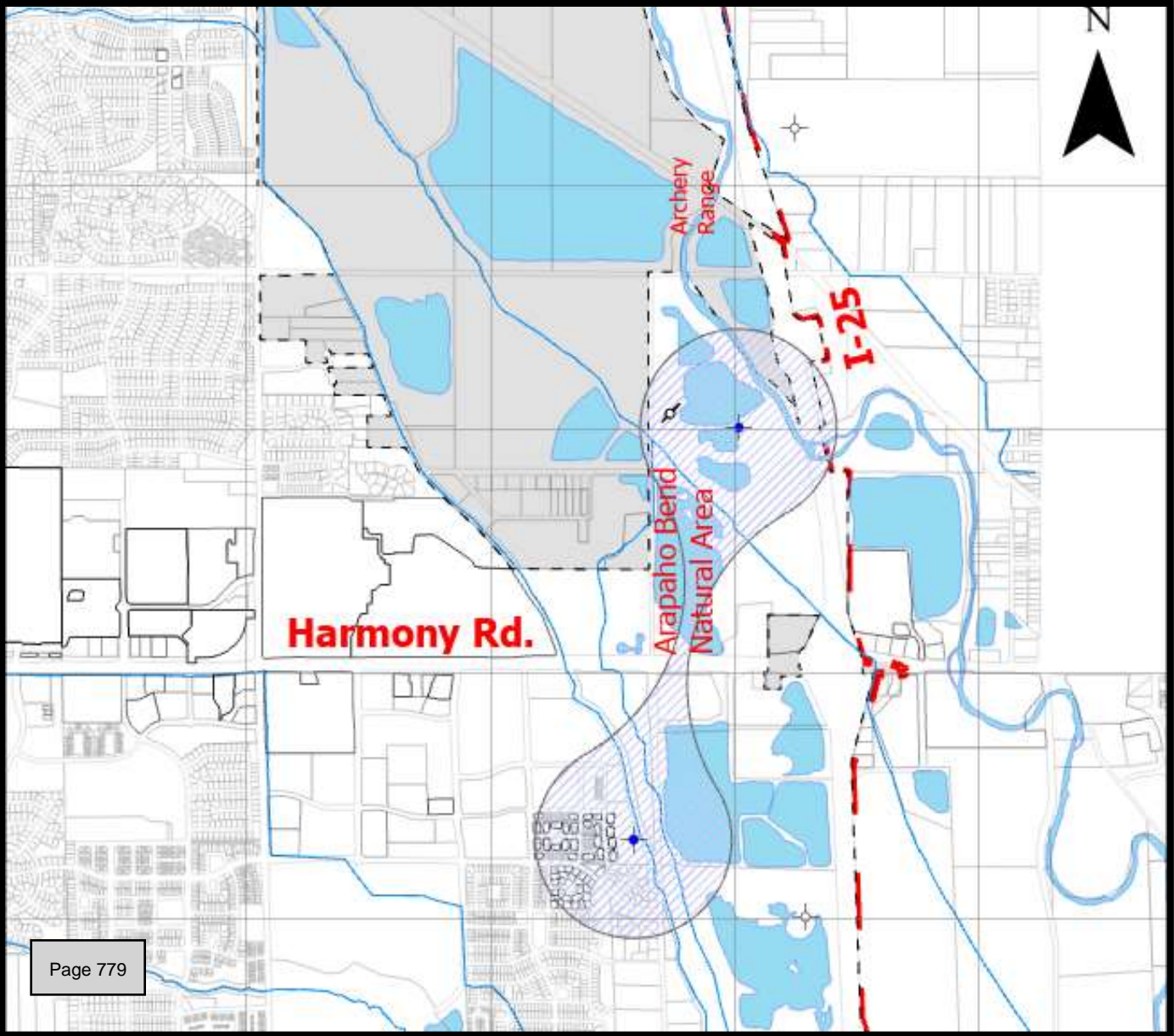
1. Apply oil and gas reverse setbacks to all occupiable buildings, not just residential uses.
2. Eliminate the buffer exemption for crossings of arterial roadways.
3. Increase buffer for developments near existing oil and gas operations from 500' to 2,000' to match ECMC and Fort Collins new code setbacks.
4. Allow modification of standards for Enhanced Oil Recovery (EOR) Injection well buffers, no less than 500'.
5. Decrease soil-gas and ground water monitoring requirements for plugged and abandoned wells from once every 5 years to once prior to permits and once again at the end of a five-year construction guarantee.
6. No change to buffer for developments near existing abandoned wells (not fully reclaimed) at 500'
7. No change to buffer near plugged and abandoned wells (fully reclaimed) at 150'
8. No change to disclosure requirements for future property owners via a property covenant
9. Add requirements for point-of-sale disclosure notice for new developments and existing homes within a 2,000' buffer.
10. Add prohibition on detached occupiable buildings from existing buildings located within the oil and gas buffer.



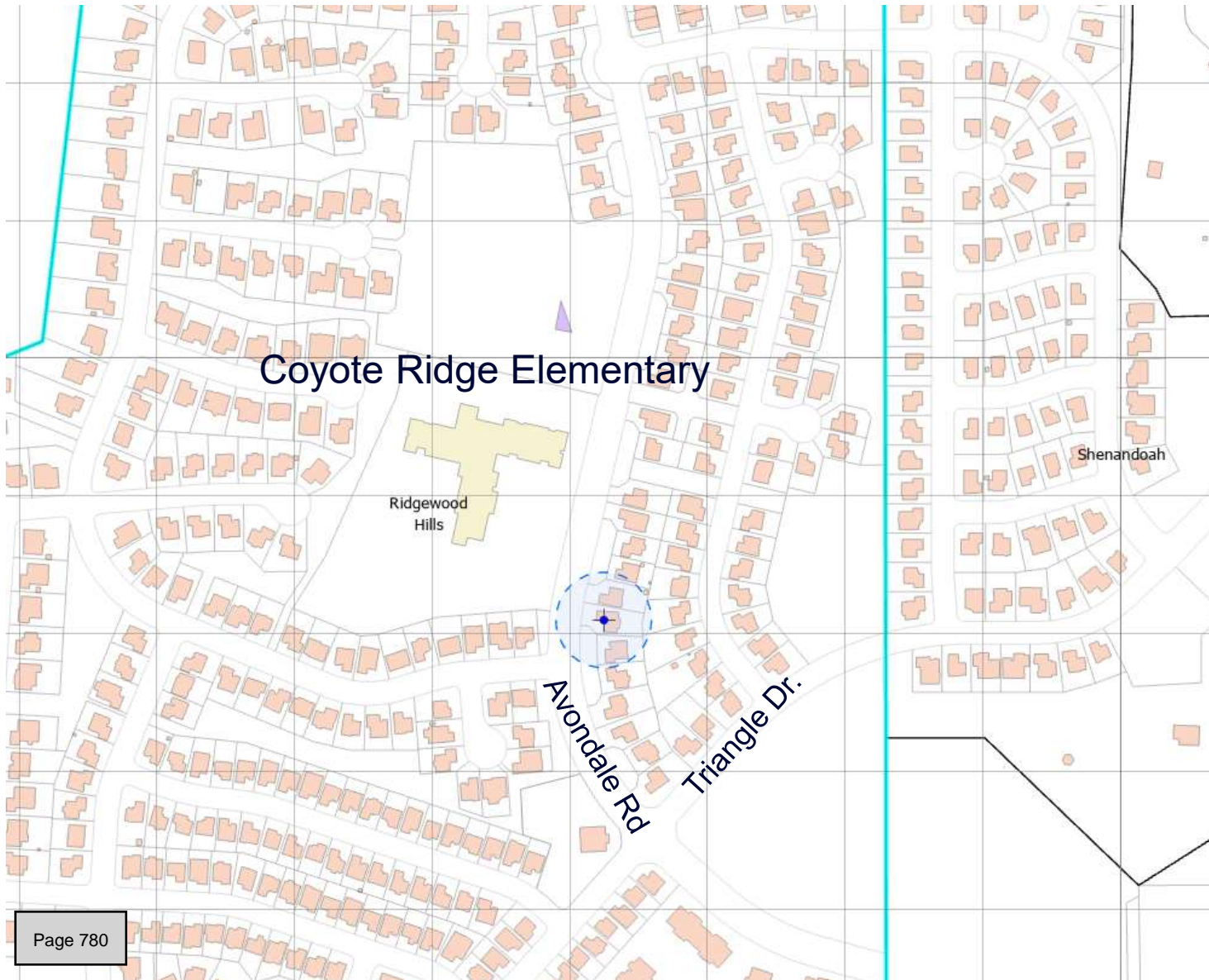
## UPDATED: January 15, 2021

### Rule 604 b.

- No Working Pad Surface will be located more than 500 feet and less than 2,000 feet from 1 or more Residential Building Units or High Occupancy Building Units
- Any Wells, Tanks, separation equipment, or compressors proposed on the Oil and Gas Location will be located more than 2,000 feet from all Residential Building Units or High Occupancy Building Units

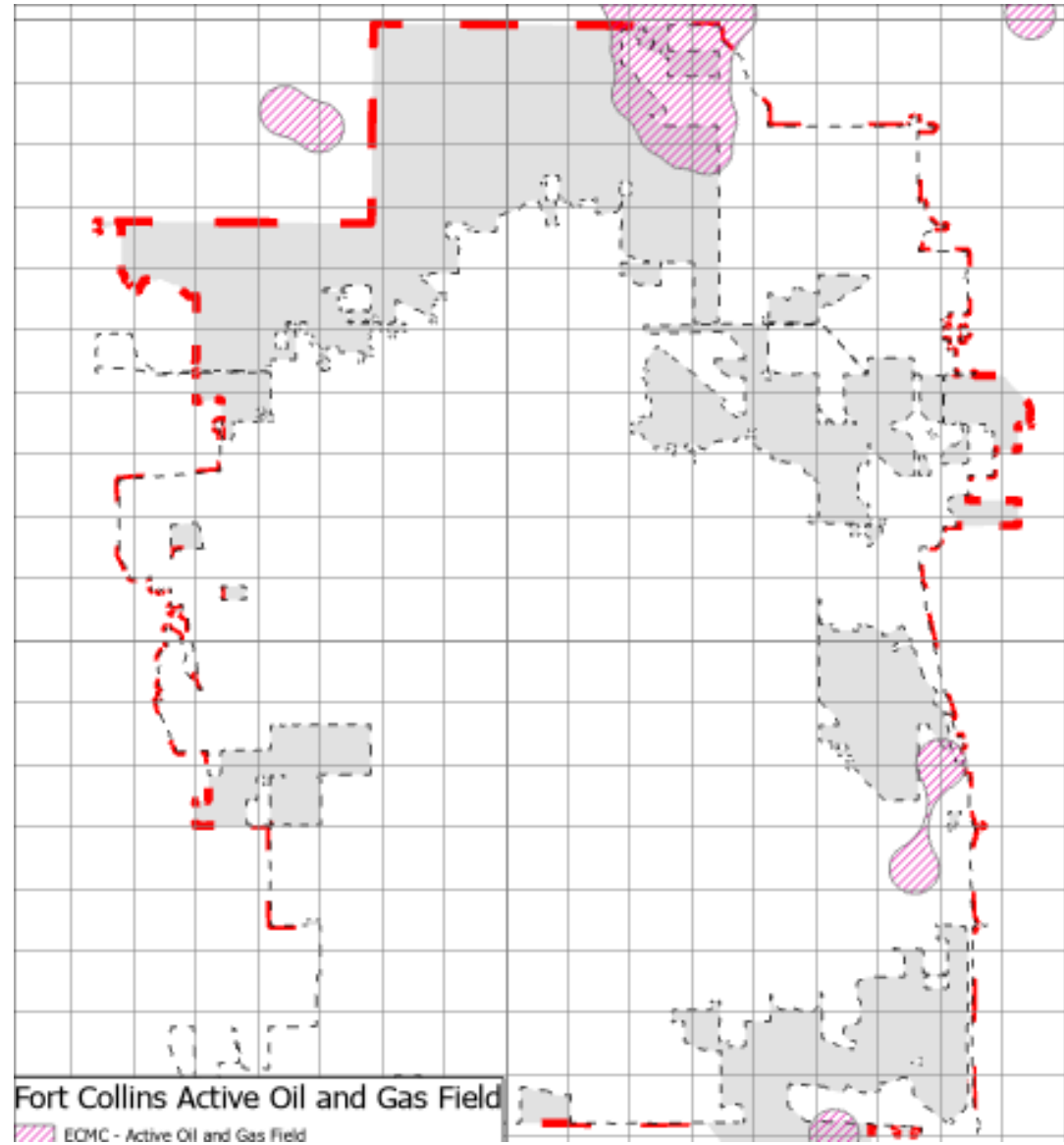


- Within City Limits –
- ✓ Active oil and gas field
  - ✓ 2 Abandoned wells
  - ✓ Drilled and plugged 1983



Within City Limits –

- ✓ 8 parcels impacted
- ✓ Not Active oil and gas field
- ✓ Abandoned, Reclaimed
- ✓ 150-foot setback
- ✓ Fully Reclaimed 5/24/2001



Well TYPE	Neighborhood	Current Setback	Proposed Setback	Waters Edge Report Recommendation	On-site Storage tanks
Plugged and Abandoned	Water's Edge	150-feet	150-feet	75-feet	None
Plugged and Abandoned	Water's Edge	150-feet	150-feet	75-feet	None
Plugged and Abandoned	Water's Edge	150-feet	150-feet	75-feet	None
Plugged and Abandoned	Water's Edge	150-feet	150-feet	75-feet	None
Plugged and Abandoned	Ridgewood hills	150-feet	150-feet	n/a	None
Injection Well	Richard's Lake	500-feet	2,000-feet	75-feet	None
Injection Well	Richard's Lake	500-feet	2,000-feet	75-feet	None
Plugged and Abandoned	Richard's Lake	150-feet	150-feet	75-feet	None
Plugged and Abandoned	Richard's Lake	150-feet	150-feet	75-feet	None
Plugged and Abandoned	Richard's Lake	150-feet	150-feet	75-feet	None
Producing Well	Richard's Lake	500-feet	2,000-feet	n/a	None
Producing Well	Richard's Lake	500-feet	2,000-feet	n/a	None
Plugged and Abandoned	Morningside	150-feet	150-feet	n/a	None
Plugged and Abandoned	Montava	150-feet	150-feet	75-feet	None
Drilled (Dry) and Abandoned	Montava	500-feet	500-feet	ECMC add to Orphan Well list	None
Plugged and Abandoned	Montava	150-feet	150-feet	n/a	None
Drilled (Dry) and Abandoned	Hearthfire	500-feet	500-feet	ECMC add to Orphan Well list	None
Injection Well	Hearthfire	500-feet	2,000-feet	75-feet	None
Plugged and Abandoned	Hearthfire	150-feet	150-feet	75-feet	None
Plugged and Abandoned	Hearthfire	150-feet	150-feet	75-feet	None
Producing Well	Hearthfire	500-feet	2,000-feet	n/a	None
Drilled (Dry) and Abandoned	HARMONY-MCMURRAY LLC	500-feet	500-feet	ECMC add to Orphan Well list	none
Injection Well	Country Club Reserve	500-feet	2,000-feet	75-feet	none
Injection Well	Country Club Reserve	500-feet	2,000-feet	75-feet	none
Injection Well	Country Club Reserve	500-feet	2,000-feet	75-feet	none
Plugged and Abandoned	Country Club Reserve	150-feet	150-feet	75-feet	none
Producing Well	Country Club Reserve	500-feet	2,000-feet	n/a	none
Drilled (Dry) and Abandoned	City of Fort Collins	500-feet	500-feet	ECMC add to Orphan Well list	none
Plugged and Abandoned	City of Fort Collins	150-feet	150-feet	n/a	none
Drilled (Dry) and Abandoned	ANHEUSER-BUSCH COMPANIES	500-feet	500-feet	ECMC add to Orphan Well list	none



## AGENDA ITEM SUMMARY

City Council



---

### STAFF

Rupa Venkatesh, Assistant City Manager  
Davina Lau, Public Engagement Specialist  
Jenny Lopez Filkins, Legal

---

### SUBJECT

**Second Reading of Ordinance No. 117, 2023, Amending Chapter 2, Article III, Division 1 of the Code of the City of Fort Collins to Add City Council Liaison Responsibilities.**

---

### EXECUTIVE SUMMARY

This Ordinance, adopted on First Reading by a vote of 6-1 (Nays: Ohlson), considers amending Chapter 2, Article III, Division 1 of the Code of the City of Fort Collins to Add City Council Liaison Responsibilities.

The purpose of this ordinance is to change the Code language in Section 2-72 in order to provide flexibility for one or more boards to meet together. The responsibility for the Council liaisons in making the determination of allowing the joint meeting has also been added to Council liaison role section:

- (d) Two or more board or commissions, committees of boards or commissions, or representatives of each such board, commission or committee may hold a joint meeting if the subject of the meeting specifically relates **to the functions** ~~an item or project in the work plan~~ of each participating board or commission, or if the City Manager or City Council **liaison assigned to each of the involved boards or commissions** has approved the joint meeting.

**NOTE:** Due to a split vote on Ordinance No. 117, 2023 (Nays: Ohlson), on Second Reading it will be on Discussion. Second Reading of Ordinances Nos. 118, 119 and 120 are on Consent, as they passed unanimously.

---

### STAFF RECOMMENDATION

Staff recommends adoption of the Ordinance on Second Reading.

---

### BACKGROUND / DISCUSSION

In July 2019, Council adopted the priority to Reimagine Boards and Commissions which highlighted the following goals:

- Continuous improvements that do not require policy change
- Policies that reduce barriers to participation
- Improve efficiency and consistency

Since then, Council adopted several code changes for the purposes of reorganizing boards and commissions based on their functions, renaming several boards, and structural changed to allow for more flexibility in membership and participation. In addition, several administrative changes have been made to improve the application and interview process.

In November of 2022, Council established an Ad Hoc Committee to improve the efficiency and consistency of board and commission processes and reduce barriers to participation on boards and commissions. Appointed to the Committee were Mayor Pro Tem Emily Francis and Councilmembers Tricia Canonico and Julie Pignataro with Councilmember Kelly Ohlson as the alternate.

The Ad Hoc Committee completed its work in July 2023 and shared its recommendations at the August 8, 2023, Council Work Session. Though the Committee’s work has concluded, improvements to the boards and commissions program will be continuous and ongoing.

**Changes to Recruitment Timing**

Though this is an administrative change, it is important to note as it will result in significant shifts in the annual recruitment timeline. Due to Council regular elections moving from April to November on odd years, the Committee evaluated the option of shifting annual recruitment for boards and commissions. During the Council work session, there was support to open applications from December 1 to January 30. However, staff is recommending that applications close on January 15 to give time to set up interviews and for Council to review applications. This will be confirmed during the September 5 regular meeting.

	<b>Application Opens</b>	<b>Interviews</b>	<b>Council Appointment</b>	<b>Term Begins</b>
<b>Current</b>	September	October	November	January 1
<b>New</b>	December 1- January 15	Mid-February	March	April 1
<b>Exception**</b>	December 1- January 15	Mid-February	March	July 1

\*\*The terms for the Affordable Housing Board and Human Services and Housing Funding Board will start on July 1 to align with funds received from the U.S. Department of Housing and Urban Development.

**CITY FINANCIAL IMPACTS**

---

None.

**BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

Feedback was received from Senior Advisory Board, Affordable Housing Board, Transportation Board, and the Bicycle Advisory Committee. The Chair of Human Relations Commission also provided a recommendation for the Women’s Advisory Board.

**PUBLIC OUTREACH**

---

No formal public outreach was conducted. One community member provided research and recommendations concerning the Women’s Advisory Board.

**ATTACHMENTS**

---

First Reading attachments not included.

- 1. Ordinance for Consideration

ORDINANCE NO. 117, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AMENDING CHAPTER 2, ARTICLE III, DIVISION 1 OF THE CODE OF THE CITY OF FORT  
COLLINS TO ADD CITY COUNCIL LIAISON RESPONSIBILITIES

WHEREAS, the City has 25 boards and commissions, created by the City Council by ordinances, that perform a wide range of functions, including advising City Council and City staff on areas of particular knowledge or expertise; and

WHEREAS, on November 15, 2023, the City Council adopted Resolution 2022-122 creating an ad hoc committee on boards and commissions (“Committee”) to consider and make recommendations to improve efficiency and consistency of board and commission processes and reduce barriers to participation; and

WHEREAS, currently, City Councilmember responsibilities as a liaison to a board or commission are included in the City Council approved Boards and Commissions Manual, last approved by City Council in 2016; and

WHEREAS, the Committee discussed removing the City Council board and commission liaison responsibilities from the Boards and Commissions Manual and adding them in the City Code in order to make them more accessible; and

WHEREAS, the Committee discussed updating the City Council liaison responsibilities to make them more consistent with current practices and procedures; and

WHEREAS, on July 19, 2023, the Committee recommended adding the updated City Council liaison responsibilities to the City Code; and

WHEREAS, the City Clerk’s Office received input from board and commission members that they would like more flexibility for boards and commissions to hold joint meetings; and

WHEREAS, on July 19, 2023, the Committee recommended to City Council changes to Sec. 2-72 of the City Code that grant more flexibility for joint meetings between City boards and commissions; and

WHEREAS, the City Council finds that the proposed changes to the City Code are in the best interests of the City and its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That Section 2-72(d) of the Code of the City of Fort Collins is hereby amended as follows:

**Sec. 2-72 – Open meetings required; exceptions; joint meetings.**

...

(d) Two or more boards or commissions, committees of boards or commissions, or representatives from each such board, commission, or committee, may hold a joint meeting if the subject of the meeting specifically relates to the functions of each participating board or commission, or if the City Manager or City Council liaison assigned to each of the involved boards or commissions has approved the joint meeting.

Section 3. That Chapter 2, Article III, Division I of the Code of the City of Fort Collins is hereby amended by the addition of a new Section 2-82 which reads in its entirety as follows:

**Sec. 2-82. City Council liaison responsibilities.**

City Councilmembers appointed to serve as liaison to a board or commission have the following responsibilities:

- (1) Communicate with the board or commission when Council communication is needed and to serve as the primary two-way communications channel between Council and the board or commission.
- (2) Take the lead in filling vacancies by reviewing applications, conducting interviews with candidates for assigned board or commission.
- (3) Make decisions about appointment recommendations to the City Council, keeping in mind the need for fresh perspectives and not primarily based on liaison’s personal preferences.
- (4) Serve as the primary City Council contact for the board or commission.
- (5) Resolve questions the board or commission may have about the role of City Council, municipal government, or the board or commission.
- (6) Establish contact with the board or commission chairperson and effectively communicate the role of the liaison.
- (7) Serve as Council contact rather than an advocate for or ex-officio member of the board or commission.
- (8) Review the annual work plan of the board or commission and make recommendations to the City Council regarding the work plan.
- (9) Identify and help resolve problems with respect to the functionality of the board or commission with the assistance of the City Clerk’s Office, City Manager’s Office and the staff liaison.

(10) Decide whether to grant a request from their assigned board or commission to hold a joint meeting with other boards or commissions.

Introduced, considered favorably on first reading and ordered published this 5th day of September, 2023, and to be presented for final passage on the 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Passed and adopted on final reading this 19th day of September, 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

# AGENDA ITEM SUMMARY

City Council



---

## STAFF

Clay Frickey, Interim Planning Manager  
Eric Potyondy, Legal  
Brad Yatabe, Legal

---

## SUBJECT

**Second Reading of Ordinance No. 121, 2023, Amending the Land Use Code to include Regulations for Making Water Adequacy Determinations.**

---

## EXECUTIVE SUMMARY

This Ordinance, adopted by a vote of 6-1 (Nays: Peel) on First Reading on September 5, 2023, adopts Land Use Code provisions to add specific regulations outlining how the City will make water adequacy determinations for development. The proposed regulations are divided into three different categories for: (1) established potable water supply entities; (2) new, or other potable water supply entities; and, (3) non-potable water supply entities. The goals of these changes include: complying with Colorado state statutory requirements (Section 29-20-301, et seq., C.R.S.); ensuring development has an adequate water supply; providing City staff with guidance to make these determinations and applicants with certainty on the requirements; and ensuring that growth and development in the City occur in a planned and coordinated manner. Other than minor, non-substantive clarifications, the proposed regulations are the same as those discussed at the June 6, 2023, Work Session. The Planning & Zoning Commission has recommended adoption of the proposed regulations (4-2 vote).

---

## STAFF RECOMMENDATION

Staff recommends adopting the Ordinance on Second Reading.

---

## BACKGROUND / DISCUSSION

Water is a crucial and constrained resource, and the City strives to ensure that development meets the community's vision and expectations for responsible resource management. Currently, development within the City only occurs within the boundaries of existing City (Fort Collins Utilities) and special district water supply entities, such as Fort Collins-Loveland Water District and East Larimer County Water District, and the water adequacy determination is made through the issuance of a "will serve" letter from the established water supply entity.

The necessity for an updated water adequacy review program stems from the limited supply and high cost of water resources, which have resulted in developers pursuing more creative ways to provide water (potable and non-potable) to their proposed developments, particularly projects striving to provide affordable housing or the denser development patterns called for in City Plan. One development contemplating a more unique and potentially innovative approach to supplying water resources is the Montava Planned Unit Development (PUD), which proposes a tributary groundwater-based water supply

for both potable and non-potable water service. The developer believes this system will improve the overall resiliency of the water supply for the area while also reducing the development costs

Because the City does not currently have a review process or criteria for “non-standard” water service models, including non-potable systems and groundwater-based systems, new policy and code are needed to confirm that future residents are adequately served. While the Montava project has generated the immediate need for this type of review, City staff believes a comprehensive program will have benefits for reviewing all new developments moving forward, regardless of the proposed water source, water supply entity, or other details of the proposed system.

### **Relevant Past Council Discussions**

#### Water Adequacy Determination Regulations – June 6, 2023

Work Session Summary:

<https://records.fcgov.com/CityCouncil/DocView.aspx?id=17610114&dbid=0&repo=FortCollins>

#### Water Adequacy Code Update – July 12, 2022

Work Session Summary:

<https://records.fcgov.com/CityCouncil/DocView.aspx?id=15514959&dbid=0&repo=FortCollins>

#### Northeast Fort Collins Planning and Projects Overview - August 31, 2021

Work Session Summary:

<https://records.fcgov.com/CityCouncil/DocView.aspx?id=15319767&dbid=0&repo=FortCollins>

#### Montava Development: Overview of Proposed Potable Water Supply Relying on Groundwater - February 9, 2021

Work Session Summary:

<https://records.fcgov.com/CityCouncil/DocView.aspx?id=13049288&dbid=0&repo=FortCollins>

#### Approval of Montava PUD Overlay and Master Plan - February 18, 2020

Agenda Item Summary:

<https://records.fcgov.com/CityCouncil/DocView.aspx?id=3487541&dbid=0&repo=FortCollins>

#### Northeast Fort Collins Planning and Projects Overview - September 24, 2019

Work Session Summary:

<https://records.fcgov.com/CityCouncil/DocView.aspx?id=3247255&dbid=0&repo=FortCollins>

#### Rural Scenario Assessment and reconfirmation of the Mountain Vista subarea framework plan – June 9, 2015.

Work Session Summary:

<https://records.fcgov.com/CityCouncil/DocView.aspx?id=3481555&dbid=0&repo=FortCollins>

## Requirement for Water Adequacy Review

This review process is being proposed to further effectuate a Colorado state statute (Section 29-20-301, et seq., C.R.S.), which states:

*A local government shall not approve an application for a development permit unless it determines in its sole discretion, after considering the application and all of the information provided, that the applicant has satisfactorily demonstrated that the proposed water supply will be adequate. A local government shall make such determination only once during the development permit approval process unless the water demands or supply of the specific project for which the development permit is sought are materially changed. A local government shall have the discretion to determine the stage in the development permit approval process at which such determination is made.*

For the proposed regulations, the Colorado state statute defines some key terms, including the following. “Adequate’ means a water supply that will be sufficient for build-out of the proposed development in terms of quality, quantity, dependability, and availability to provide a supply of water for the type of development proposed and may include reasonable conservation measures and water demand management measures to account for hydrologic variability.” “Water supply entity’ means a municipality, county, special district, water conservancy district, water conservation district, water authority, or other public or private water supply company that supplies, distributes, or otherwise provides water at retail.”

### Summary of Proposed Regulations for the Land Use Code

The proposed Water Adequacy Determination regulations for the Land Use Code include changes to Article Three, adding Division 3.13, and adding nine new definitions to Article Five, Section 5.1.2 Definitions. A summary of the proposed changes include:

#### Article Three, Division 3.13 – Water Adequacy Determinations

The proposed new division is to establish the standards and procedures by which the adequacy of proposed water supplies for development are reviewed and determined pursuant to Section 29-20-301, et seq., C.R.S.

The subsequent sections outline the applicability, application, and procedures and standards for the three different review types:

- Established potable water supply entities, such as Fort Collins Utilities, Fort Collins-Loveland Water District, and East Larimer County Water District.
- Other potable water supply entities, such as new or proposed private water suppliers or metro districts.
- Non-potable water supply entities, such as new or proposed private water suppliers or metro districts providing irrigation water to a development.

#### *Established Entities*

For established potable water supply entities, the proposed regulations provide an applicant options for compliance through review of water supply plans or letters from engineers detailing how the water supply system functions. Once an initial approval is completed, the process would move forward similarly to what the City does now with will serve letters.



*Other Entities*

A more detailed process is proposed for other potable water supply entities and City staff has identified the following characteristics for evaluation criteria:

- Water Quality
- Quantity of Water
- Dependability of Supply and Supplier
  - Supply Resiliency
  - System Redundancy
  - Maintenance and Outages
- Availability of Supply
- Financial Sustainability of Supplier Capitalization

In general, the standards compare the new proposed system to the City's existing municipal utility (Fort Collins Utilities).

*Non-potable Entities*

The criteria for non-potable water supply entities looks to make sure the supply has enough quantity and quality to support the associated uses such as irrigation for landscape.

Article Five, Division 5.1.2 – Definitions

The proposed change to Division 5.1.2 is to add the following definitions that relate to the water adequacy determination review process and provide additional clarity on specific terms used in that section.

*Adequate* shall mean a water supply that will be sufficient for build-out of the proposed development in terms of quality, quantity, dependability, and availability to provide a supply of water for the lifetime of the type of development proposed, and may include reasonable conservation measures and water demand management measures to account for hydrologic variability.

*Established Potable Water Supply Entities* shall mean the City of Fort Collins, the East Larimer County Water District, the Fort Collins-Loveland Water District, the Sunset Water District, and the West Fort Collins Water District.

*Non-Potable Water* shall mean water that has not been treated to state and federal standards safe for human consumption, but can be placed to beneficial uses, including irrigation, dust suppression, toilet and urinal flushing, or make-up water for mechanical equipment.

*Non-Potable Water Supply Entities* shall mean the water supply entities, either Established Potable Water Supply Entities or other water supply entities that provide water that does not meet the state and federal standards for human consumption to developments for the beneficial uses of Non-Potable Water.

*Other Potable Water Supply Entities* shall mean the water supply entities other than the Established Potable Water Supply Entities that provide potable water service, including new proposed water supplies.

*Potable Water* shall mean water, also known as drinking water, that is treated to levels which meet state and federal standards for human consumption.

*Water Adequacy Determination* shall mean a determination that the proposed water supply for a development is adequate.

*Water Supply Entity* shall mean a municipality, county, special district, water conservancy district, water conservation district, water authority, or other public or private water supply entity that supplies, distributes, or otherwise provides water at retail.

*Water Rights Portfolio* shall mean all rights to water, including water rights, contracts, and agreements associated with water supplies that are used to meet demands. A water rights portfolio that includes non-renewable or non-perpetual water supplies does not mean that the entire portfolio is not renewable and/or sustainable.

*Water Supply System* shall mean all infrastructure planned or used to divert and deliver water to a development.

### **Status of the Three Decision Points Discussed at the June 6, 2023 Work Session**

At the June 6, 2023, City Council work session, City staff presented three decision points. The third decision point remains the key issue lacking consensus and was a focus of the discussion at the Planning & Zoning Commission hearing on August 17, 2023, as discussed below.

#### Decision Point 1 - Section 3.13.3 (A): Timing of Water Adequacy Determination

This section outlines the timeline for when the water adequacy determination is made and aligns it with a milestone during the development review process. Currently, the proposed regulations place the timing of the water adequacy determination at the time of Final Plan or Basic Development Review per Council's direction at the work session. It is City staff's understanding that this is not controversial.

#### Decision Point 2 - Section 3.13.4 (A) (1): City Council Information Only Review of Established Potable Water Supply Entity Water Supply Resource Information

Subsections (a) and (b) both require documents from the established potable water supply entities regarding their water supplies to be provided to Council for information only. Currently, the proposed regulations require existing water providers to supply Council with their water supply plan per Council's direction at the work session. It is City staff's understanding that this is not controversial.

#### Decision Point 3 – Section 3.13.5(C)(5)(c): Require New Potable Water Supply Entities Within the Service Area of an Established Potable Water Supply Entity to Be Excluded from the Service Area or Receive Consent to Operate

This provision of the proposed regulations would require that if a new potable water supply entity is proposing to locate within the service area of an established potable supply entity (such as service areas of Fort Collins Utilities or the East Larimer County or Fort Collins-Loveland water districts), the new entity must either: 1) be excluded from the boundaries of the established potable supply entity pursuant to existing statutory procedures; or 2) get consent from the established potable supply entity to operate within their service area. There is an exception provided for circumstances where the established potable water supply entity is incapable of providing a reasonable level of service to the proposed development, which mirrors language in City Code Section 26-4.

Under state law, this exclusion / consent requirement effectively already applies to new potable water supply entities that are publicly owned (like metro districts, special districts, and municipalities). There is some uncertainty whether this requirement applies to privately-owned water supply entities under existing law. This provision in the proposed regulations would expressly extend this requirement to new potable water supply entities that are privately-owned (like by corporations or limited liability companies).

## Alternatives

- Remove this requirement from the proposed regulations.
  - Pros:
    - Removes the City from the middle of the issue of whether privately-owned potable water supply entities should also be excluded / get consent from established potable water supply entities.
    - Potentially allows new, privately-owned water supply entities to innovate, provide cheaper water supply alternatives, and supply water in a manner that makes denser development in accordance with the vision of City Plan possible where it might not otherwise be economically feasible.
  - Cons:
    - From the perspective of the established potable water supply entities, including the City, removing this requirement would allow the potential for new, privately-owned potable water supply entities to operate within the established potable water supply entity's service area. Various policy concerns are raised by the prospect of small potable water supply entities in the Growth Management Area (GMA), including costs for customers and the long-term viability of such a small system.
    - This more easily allows additional water providers in the GMA, adding additional complexity for water supply, including regional coordination on various issues, including drought response, and fees and rates. That some new potable water supply entities could be small and privately-owned, thus perhaps lacking economies of scale and elected representation adds potential additional considerations. See Council Work Session: Water Resources Matters in the Fort Collins Growth Management Area: Study Report Results, January 24, 2023: <https://mccmeetings.blob.core.usgovcloudapi.net/fortcollco-pubu/MEET-Packet-044c02ace41c4f9c9121400e25470558.pdf>
    - This could harm the established potable water supply entities and their ratepayers by eliminating service in areas where service was already planned for and where expenses such as infrastructure or other less obvious costs such as treatment capacity have already been accrued by the established potable water supply entity. In some instances, bonds may have been issued based, in part, on this service area. This could affect future rates and fees.
    - Offers less certainty and transparency regarding where and when privately-owned water supply entities can operate.
- Alter the requirement in the proposed regulations.
  - Pros: Staff was unable to find a reasonable compromise that would satisfy all parties with the concerns of this proposed code provision.
  - Cons: The proposed language is based on an existing municipal code provision (Sec. 26-4) that gives general policy direction with the respect to the City respecting the service area boundaries of established potable water supply entities and is supported by Fort Collins Utilities staff. The current language achieves the desired purpose as written.

## Staff Analysis

This is the most contentious issue of the proposed regulations and staff does not believe an alternative exists that would resolve all stakeholder concerns. Staff based the proposed language, in part, on the following section of the municipal code:

*Sec. 26-4. - Dual supply of water and wastewater service.*

*If a property located within the City is in an area not supplied with both water and wastewater service from the City but is capable of receiving both water and wastewater service from the one (1) or more duly established quasi-municipal utility service districts, then the City shall not extend or provide either service to the property. The City may, however, extend either or both services to such property if the utility service district becomes incapable of providing a reasonable level of service to the property. Upon the review of the Water Board and the City administration, the City Council may waive any part or all of this Section.*

*(Ord. No. 164, 1986, § 1(112-7), 11-4-86; Ord. No. 117, 1996, § 5, 9-17-96; Ord. No. 28, 1998, § 4, 3-17-98)*

Staff relied on this City Code language as evidence of a general policy direction the City has historically taken to respect the service areas of other established potable water supply entities. Staff believes this is a reasonable middle ground to respect established potable water supply entities, as well as their investment and planning, and to allow for innovation. There are also existing laws that could require a new potable water supply entity to exclude from the service area of an established provider regardless of the inclusion of Section 3.13.5(C)(5)(c), however, staff believes that including this language in the proposed regulations provides greater transparency and eliminates confusion.

The regulation, as proposed, would require the new potable water supply entity to either exclude from the established entities' special district or seek consent from the established entity. There is an existing formal process to exclude property from a special district, roughly comparable to the de-annexation (or disconnection) process and that decision is appealable to the Board of County Commissioners and then District Court.

East Larimer County, Fort Collins-Loveland, and West Fort Collins water districts have all expressed support for the inclusion of this code language and significant concern if the code provision is altered or removed. The City's Water Utility has also expressed support for this provision.

The team representing the Montava Development has expressed significant opposition to the proposed code language in this section and Section 3.13.6.(A) (5) because they believe it would give an established potable water supply entity more authority than it would otherwise legally have over future development within the City. They have also argued that, if a new potable water supply entity is a private entity (as opposed to a governmental entity), they are not otherwise required to be excluded or get the consent for the established potable water supply entity.

## **CITY FINANCIAL IMPACTS**

---

None.

## **BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

---

### **Planning & Zoning Commission Recommendation**

The Planning & Zoning Commission considered the proposed Water Adequacy Determination regulations for the Land Use Code on August 17, 2023. The Commission voted 4-2 to recommend that City Council

accept the regulations (Nays: Katz and Sass). The discussion focused on Decision Point 3 – Section 3.13.5(C)(5)(c), and the following items:

- Whether the City is enhancing the authority of established potable water supply entities by giving them a say in the exclusion of private service providers
- Explanation from the Assistant City Attorney that this is an unclear area of law
- The importance of compensation to established potable water supply entities, balanced against the burden of a developer needing to go through an exclusion process, and potentially a subsequent appeal of the decision on an exclusion
- Concern for provisions that refer to a “reasonable level of service” that is not currently defined
- The importance of natural monopolies in delivering essential utility services like water, and the need for water providers to have security in their investment in order to provide services
- The rationale for why the draft includes language that requires the establish potable water supply entity to agree to exclusion of all new potable water supply entities (both private and public)

Related to the third bullet point above, the exclusion process as outlined in State statute requires water districts to consider the economic impact of excluding property from their service territory. What this means is that financial compensation to water districts in exchange for excluding property from their service territory is a common point of negotiation and water districts can seek financial compensation to offset their investments to serve all of their service territory. Due to this, the City’s proposed Water Adequacy Determination process does not include an additional or redundant mechanism to analyze financial compensation for water districts in the event of an exclusion so that there is no duplication of processes.

City staff also clarified the appeal process for decisions made by Title 32 districts, such as the Fort Collins-Loveland Water District and the East Larimer County Water District. Commissioners inquired at the previous hearing what body hears appeals for decisions made by water districts. City staff clarified that, pursuant to Colorado statutes, the Board of County Commissioners would hear appeals for decisions related to excluding property from the service territory of existing water providers. City staff further clarified that legal recourse exists for virtually any decision a water district makes and that the recourse depends on the action taken by the water district.

Note: If draft minutes are available prior to the September 5 Council meeting, they will be provided as a ‘read before the meeting’ memo to Council.

## **PUBLIC OUTREACH**

---

This proposed Water Adequacy Determination regulations in the Land Use Code did not include specific public outreach meetings for the general public, however information on the code update was provided on the website, including an educational video. City staff met with representatives from the following groups to present the draft code updates as well to solicit feedback:

- West Fort Collins Water District
- East Larimer County Water District
- Fort Collins Loveland Water District
- Hartford Homes/Bloom
- HF2M/Montava
- Polestar Gardens/Polestar Village

City staff also received a call from the Sunset Water District expressing they did not have concerns about the update based on their perceived lack of development in their district boundary which they state is entirely in an unincorporated area. Save the Poudre also stated they had no concerns with the proposed update.

In general, the stakeholder feedback included an appreciation to discuss the proposed code and a better understanding of the intent after the meetings. The main points of contentions expressed included:

- Ability of established providers to “veto” new systems. There was both support and concern over this concept.
- The disparity between review criteria for established and new potable water supply entities.
- The perception that the City was trying to regulate special districts through the review of a water supply plan or letter establishing the District’s resources.
- A desire for more cooperation and consistency between all water supply entities.
- Concerns on not duplicating review efforts between other processes, especially for non-potable systems.
- Concerns over review costs
- Feedback that some metrics were vague.
- Feedback on the review timing proposed (FDP versus DCP) with a desire to complete the determination sooner.
- Feedback that there is a desire to be able to review new service for an entire development and then true up each phase at the time of final plan or BDR.
- Concerns on tight review timing for code update.

Fort Collins Utilities staff has also expressed support for the current draft regulations.

### **Engagement Since the June 6, 2023 Work Session**

City staff met with the following stakeholders since the work session on June 6, 2023:

- Fort Collins Loveland Water District
- East Larimer County Water District
- Montava

All stakeholders appreciated the opportunity to continue to weigh in on the proposed regulations. All stakeholders also welcomed the additional time to analyze the proposed Water Adequacy Determination regulations for the Land Use Code. Comments from the stakeholders above focused on the following:

- Disagreement on the ability for established potable water supply entities to veto new potable water supply entities
- Updates to the Code to increase clarity
  - Consistency with State statute
  - Provision of water supply plans by existing water potable water supply entities is purely informational (i.e., City Council will not “approve” water supply plans of existing water providers)
- Suggestions on how to achieve outcomes of State statutory requirements without implementing Water Adequacy Determination Review process

The Montava team has also provided comments stating generally that the City already the authority for the proposed regulations, and that the proposed regulations could be replaced with a simple sentence or two requiring City staff to make water adequacy determination. However, City staff does not agree that clear authority exists for water adequacy determinations of non-potable systems and non-standard potable systems. City staff also sees value in the detail of the proposed regulations, which provide a framework of analysis and certainty for both City staff and applicants regarding what information is needed and how determinations will be made.

Written comments were received from many of the stakeholders outlined above and are included in the packet.

## **ATTACHMENTS**

---

First Reading attachments not included.

1. Ordinance for Consideration

ORDINANCE NO. 121, 2023  
OF THE COUNCIL OF THE CITY OF FORT COLLINS  
AMENDING THE LAND USE CODE TO INCLUDE REGULATIONS FOR  
MAKING WATER ADEQUACY DETERMINATIONS

WHEREAS, on December 2, 1997, by its adoption of Ordinance No. 190, 1997, the City Council enacted the Fort Collins Land Use Code (the "Land Use Code"); and

WHEREAS, at the time of the adoption of the Land Use Code, it was the understanding of staff and the City Council that the Land Use Code would most likely be subject to future amendments, not only for the purpose of clarification and correction of errors, but also for the purpose of ensuring that the Land Use Code remains a dynamic document capable of responding to issues identified by staff, other land use professionals and citizens of the City; and

WHEREAS, pursuant to Colorado Revised Statutes (“C.R.S.”) Section 29-20-301, et seq., the City may not approve an application for a development permit until the City has determined that the applicant has satisfactorily demonstrated that the proposed water supply will be adequate; and

WHEREAS, water is an increasingly scarce resource and ensuring that a proposed development will have an adequate water supply is essential to protecting public health, safety, and welfare, and ensuring that growth and development within the City is sustainable; and

WHEREAS, the City wishes to update and formalize its water adequacy determination process by adopting the procedure and standards set forth in this Ordinance; and

WHEREAS, on August 17, 2023, the Planning and Zoning Commission recommended on a 4-2 vote that City Council adopt the proposed water adequacy determination Land Use Code provisions; and

WHEREAS, City Council finds that the water adequacy determination provisions set forth in this Ordinance are in the best interests of the City of Fort Collins.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS as follows:

Section 1. That the City Council hereby makes and adopts the determinations and findings contained in the recitals set forth above.

Section 2. That Section 3.7.3 of the Land Use Code is hereby amended by the addition of a new Subsection (G) which reads in its entirety as follows:



**3.7.3 - Adequate Public Facilities**

...

- (G) **Water Supply Adequacy.** The determination required by C.R.S. § 29-20-301, et seq., whether the proposed water supply for development is adequate and is not addressed in this Section but is set forth in Division 3.13.

Section 3. That the Land Use Code is hereby amended by the addition of a new Division 3.13 which reads in its entirety as follows:

**Division 3.13 - Water Adequacy Determinations**

**Section 3.13.1 Purpose.**

The general purpose of this Division is to establish the standards and procedures by which the adequacy of proposed water supplies for development are reviewed and determined pursuant to C.R.S. § 29-20-301, et seq. The specific purposes are to:

- (1) Fulfill the C.R.S. § 29-20-303(1) requirement that the City “shall not approve an application for a development permit unless it determines in its sole discretion, after considering the application and all of the information provided, that the applicant has satisfactorily demonstrated that the proposed water supply will be adequate.”;
- (2) Protect public health, safety, and welfare by ensuring that the water supplies for developments are adequate;
- (3) Ensure that growth and development in the City occur in a planned and coordinated manner;
- (4) Ensure that the City is provided with reliable information concerning the adequacy of developments’ proposed water supplies to inform the City, in the exercise of its discretion, in the approval of development applications and permits;
- (5) Promote safe, efficient, and economic use of public resources in developing and providing water; and
- (6) Ensure City participation in the review and approval of development plans that pass through and impact City residents, businesses, neighborhoods, property owners, and resources.

### Section 3.13.2 Applicability.

This Division shall apply to all development, or redevelopment, that requires new, expanded, or increased water use, whether potable or non-potable, within the incorporated municipal boundaries of the City. No such development or redevelopment shall be approved and allowed to proceed unless the Director has determined that the proposed water supply for the development or redevelopment is adequate.

- (1) Temporary non-potable water supply systems to establish native vegetation are exempt from these requirements if the term of use is three (3) consecutive years or less and identified as such on an approved landscape plan.
- (2) Except as stated in Subsection 3.13.5(D), the modification of standards review set forth in Division 2.8 shall not apply to this Division 3.13.

### Section 3.13.3 Application.

- (A) ***Application Timing.*** An applicant seeking a water adequacy determination shall file an application with the Director pursuant to this Division at the same time as submitting an application for final plan or basic development review, as outlined in Divisions 2.5 and 2.18, unless the application timing is altered pursuant to the following:
  - (1) Upon written request at the time of application, the Director may defer the timing of an application for a water adequacy determination for potable or non-potable water until submittal with a development construction permit (Division 2.6) if the Director determines such timing will not substantially interfere with or otherwise make it more difficult to determine whether the proposed water supply is adequate.
  - (2) Upon written request at the time of application, the Director may defer the timing of an application for a water adequacy determination for potable water until submittal with a building permit (Division 2.7), if the provider is an established potable water supply entity and the Director determines such timing will not substantially interfere with or otherwise make it more difficult to determine whether the proposed water supply is adequate.
- (B) ***Separate Applications.*** The applicant shall file separate applications for water adequacy determinations for each portion of the development served by different water supply entities or water supply systems unless the Director determines that a single combined application can fully describe and provide needed information and be effectively analyzed. Subsequent sections in this Division provide distinctions in the evaluation process for established potable water supply entities, other potable water supply entities, and non-potable water supply entities.

- (C) **Material Changes.** The City shall make a determination that a proposed water supply is adequate only once for each portion of a development served by a different potable or non-potable water supply entities or water supply systems during the development review process unless the water demands or supply of the portion of the development for which approval is sought are materially changed. The Director shall determine whether changes to the water demands or supply for any development or redevelopment are material and require a new water adequacy determination. The Director’s determination that a material change has occurred is not subject to appeal pursuant to the Land Use Code or Code of the City of Fort Collins.
  
- (D) **Application After Director Denial.** If the Director denies an application for a water adequacy determination, the applicant may submit another application at any time, subject to applicable fees, that addresses the stated reason or reasons for denial.

**Section 3.13.4 - Procedures and Standards for Water Adequacy Determinations: Established Potable Water Supply Entities**

- (A) **Application Requirements.**
  - (1) Requests under this Section shall include a letter as described in Subsection (a), unless exempted pursuant to Subsection (b).
    - (a) A letter prepared by a registered professional engineer or by a water supply expert from the established potable water supply entity that contains the following information:
      1. An estimate of the water supply requirements for the proposed development through build-out conditions;
      2. A description of the established potable water supply entity’s water supply system and the physical source(s) of water supply that will be used to serve the proposed development. If the proposed source(s) includes groundwater, this description must include water quality test results and results of an analysis into the potential impact on water treatment processes or the quality of delivered potable water;
      3. An estimate of the amount of water yield projected from the proposed water supply system and water rights portfolio under various hydrologic conditions;
      4. Water conservation and/or water demand management measures, if any, that may be implemented within the proposed development;

5. Results from analyses performed demonstrating the ability for the proposed water supply to meet demands of the proposed development under various hydrologic conditions;
6. An affidavit signed by the entity manager attesting that to the best of their knowledge, the entity is in compliance with all applicable regulations; and
7. Such other information as may be required by the Director in order to determine whether the proposed water supply will be adequate.

All letters shall be provided to City Council for informational purposes only and kept on file with the City's Community Development and Neighborhood Services Department. At the established potable water supply entity's discretion, the letter may describe their entire service area and be submitted for a determination once updated as required based on any material changes to any of the requirements in this Section or in their reported supply as described in Subsection 3.13.3(C). If the letter describes the entire service area, then the entity does not need to resubmit the approved letter with each letter as outlined in Subsection 3.13.4(A)(2) but should be referenced within the letter content in addition to what is outlined in Subsection 3.13.4(A)(2).

- (b) The letter described in Subsection (a) shall not be required if the established potable water supply entity has a water supply plan, or other plans that cumulatively provide the information, that:
  1. Has been reviewed and updated, if appropriate, within the previous ten years by the governing board of the established potable water supply entity;
  2. Has a minimum twenty-year planning horizon;
  3. Lists the water conservation measures, if any, that may be implemented within the service area;
  4. Lists the water demand management measures, if any, that may be implemented within the development or service area;
  5. Includes a general description of the established potable water supply entity's water obligations, such as a general description of customer demands and operational water delivery obligations, such as augmentation requirements and return flow obligations;

- 6. Includes a general description of the established potable water supply entity's water supply system and water rights portfolio; and
- 7. Includes an affidavit signed by the entity manager attesting that, to the best of their knowledge, the entity is in compliance with Colorado Primary Drinking Water Regulations, 5 CCR 1002-11.

All water supply plans, or other plans that cumulatively provide the information required above shall be provided to City Council for informational purposes only and kept on file with the City's Community Development and Neighborhood Services Department. The Director may defer providing the Council with any water supply plan or other plans until such time as the established potable water supply entity updates their existing water supply plan. Once the plan, or plans, are on file, they do not need to be resubmitted with each letter as outlined in Subsection 3.13.4(A)(2) but should be referenced within the letter content in addition to what is outlined in Subsection 3.13.4(A)(2).

- (2) Requests for a water adequacy determination for all or portions of a development to be served with potable water by an established potable water supply entity shall be in a form as required by the Director. Such requests shall include a letter prepared by a registered professional engineer or by a water supply expert from the established potable water supply entity:
  - (a) Identifying the portions of a development to be served with potable water by the established potable water supply entity;
  - (b) Stating its ability to provide an adequate water supply for the proposed development;
  - (c) Stating it is willing to commit to provide an adequate water supply for the proposed development including any conditions of the commitment; and
  - (d) Providing the length of time the letter is valid for should the proposed development not occur immediately.
- (B) **Review of Application.** The Director shall promptly review the application and associated materials concurrently with the required Final Plan, Basic Development Review, Development Construction Permit, or Building Permit application.
- (C) **Standards.** To issue a determination that a proposed water supply is adequate under this Section, the Director must find that the statements in the application and associated materials are complete, correct, and reliable.

(D) **Decision.**

- (1) Based upon the information provided by the applicant and developed by the City and any consultants, the Director shall issue all water adequacy determinations pursuant to this Section in writing including specific findings and shall either:
  - (a) Approve the application finding that the proposed water supply is adequate;
  - (b) Approve the application with conditions finding the proposed water supply is adequate provided the conditions are met; or
  - (c) Deny the application finding that the proposed water supply is inadequate.
- (2) All water adequacy determinations shall become part of the plan set for the associated development application, if approved. The Director shall maintain a record of all information submitted or developed upon which any water adequacy decision was based, and that record shall become part of the associated development application.
- (3) The Director may impose conditions of approval that when met, as determined by the Director, will bring the proposed water supply into compliance with all applicable standards set forth in this Section. No building permit may be issued until all conditions have been met.
- (4) The Director's decision is not subject to appeal pursuant to the Land Use Code or Code of the City of Fort Collins.

**Section 3.13.5 - Procedures and Standards for Water Adequacy Determinations: Other Potable Water Supply Entities**

- (A) ***Application Requirements for Other Potable Water Supply Entities.*** Applications for a water adequacy determination for all or portions of a development to be served with potable water by other potable water supply entities shall be in a form as required by the Director. Such applications shall include all of the following:
- (1) A summary document linking the information to the standard of review.
  - (2) Report including information required under Section 29-20-304(1), C.R.S.:
    - (a) An estimate of the water supply requirements for the proposed development through build-out conditions;

- (b) A description of the potable water supply entity's water supply system and the physical source of water supply that will be used to serve the proposed development. This should include water quality test results and proposed methods of water treatment from a registered professional engineer or water supply expert;
  - (c) A description of all elements of the water rights portfolio either owned or planned for acquisition required for proposed water supply;
  - (d) An estimate of the amount of water yield projected from the proposed water supply under various hydrologic conditions;
  - (e) Water demand management measures, if any, that may be implemented within the development to account for hydrologic variability; and
  - (f) Description of all water conservation measures to be applied in the development and how they would be enforced and effectuated.
- (3) Financial documentation establishing that the proposed provider is able to create the proposed water supply system and maintain it in perpetuity.
  - (4) A fee assessment describing the proposed water rates and fees for the new system and how those fees compare with those charged by the established potable water supply entities. This assessment should include consideration of any metro district, homeowners' or property owners' association, or other taxes or fees that are also uniquely applicable to the proposed development to be served by the other potable water supply entity.
  - (5) Approval documentation from other regulatory agencies such as CDPHE. At the Director's discretion, this information may substitute in whole or in part for the application requirements set forth in this Section. If additional approvals will be required, provide an explanation of how those approvals will be obtained, and at the Director's discretion, the additional approvals may be required as conditions of approval.
  - (6) Detailed process diagrams stamped by a registered professional engineer on any proposed water treatment processes as well as how any waste products created from the treatment process will be properly disposed of.
  - (7) Such other information as may be required by the Director in order to determine whether the proposed water supply will be adequate.
  - (8) An other potable water supply entity with an approved ODP or PUD Overlay as outlined in Division 2.3 and Division 2.15 that includes the

entire proposed service area, may at either the other potable water supply entity's, or Director's discretion, submit an application that describes their entire proposed service area once with the initial phase of development and then update the initial determination with a letter from a professional engineer for each subsequent phase with the information required in Subsection 3.13.4(A)(2); or as required based on any material changes to:

- (a) Any of the requirements set forth in this Section;
- (b) The reported water supply as set forth in Section 3.13.3(C); or
- (c) The proposed development, as determined by the Director.

(B) ***Review of Application.***

(1) ***Agreement on Costs.*** Prior to the City reviewing any application under this Section, the applicant shall agree in writing to reimburse the City for all costs associated with reviewing the application and associated materials, including costs associated with consultants hired to assist the Director's review. No water adequacy determination shall be issued unless and until all such costs have been paid to the City. The fee assessed by the City shall not exceed the cost of the review and administration of the review process.

(2) ***Review.***

- (a) The Director shall review the materials provided by the applicant following the completion of the agreement identified in Subsection 3.13.5(B)(1). The time needed for the Director's review shall be based on the complexity of the application, the proposed water supply, and proposed water supply system.
- (b) Following the submission of the application, the Director shall be entitled to require any such additional or supplemental information from the applicant as may be required to review and ensure compliance with all review criteria.
- (c) The review will be completed concurrently with the required Final Plan, Basic Development Review, Development Construction Permit, or any plan amendments as specified in Section 3.

(C) ***Standards.*** To issue a water adequacy determination under this Section, the Director must find that the application and associated materials establish that:

- (1) The quality of the proposed potable water supply will be sufficient for build-out of the proposed development by:



- (a) Providing potable water to the development of a quality that meets or exceeds all state and federal water quality standards;
  - (b) Providing potable water to the development of a quality equal to or better than the quality of potable water provided by the City of Fort Collins as measured by appropriate water quality aspects; and
  - (c) Establishing and maintaining a water supply entity that has the technical expertise and resources to maintain the quality of the water supply for the lifetime of the development.
- (2) The quantity of the proposed potable water supply will be sufficient for build-out of the proposed development by:
- (a) Relying upon a renewable and/or sustainable physical supply of water, that takes into account any impacts if multiple users have rights to use water from a single source, such as an aquifer;
  - (b) Having ability to acquire a water rights portfolio that provides a permanent firm yield equal to or greater than the maximum assumed demand in all hydrological conditions, including a modeled one-in-fifty-year drought or equivalent or more stringent standard, when taking into consideration reasonable transit and other losses and all applicable obligations, including augmentation requirements and return flow obligations; and
- (3) For lands to be served by tributary groundwater, establishing that the plan for augmentation will operate to provide a permanent firm yield equal to or greater than the maximum assumed demand in all hydrological conditions, including a modeled one-in-fifty-year drought or equivalent or more stringent standard, when taking into consideration reasonable losses and all applicable obligations, including augmentation requirements and return flow obligations for the lifetime of the development.
- (4) The dependability of the proposed potable water supply will be sufficient for build-out of the proposed development by:
- (a) Establishing that the water supply system includes sufficient redundancy equal to or better than the redundancy of the City of Fort Collins system;
  - (b) If the water supply system includes a water treatment facility, include the class of facility and treatment processes and provide information that the level of operations is equivalent or better as required by CDPHE, and demonstrate how the facility operators will ensure they have the technical expertise and resources to operate the

treatment facility dependably and sustainably in a manner that is economical, safe, and that does not produce any harmful by-products;

- (c) Establishing that the water supply system and water rights portfolio can operate during water supply shortages and emergencies, including infrastructure issues, natural disasters, and long-term climate change; and
  - (d) Establishing and maintaining a water supply entity that can oversee and maintain the water supply system and water rights portfolio for the lifetime of the development.
- (5) The availability of the proposed potable water supply will be sufficient for build-out of the proposed development by:
- (a) Establishing the applicant has, or has the ability to acquire, the necessary property rights and resources to build and operate the proposed water supply system;
  - (b) For lands to be served by tributary groundwater, establishing that the proposed use of the tributary groundwater is sustainable with evidence of assured supply for the lifetime of the development; and
  - (c) For lands within the water service area of an established potable water supply entity, establishing that the lands to be served by the other potable water supply entities have been removed from the water service area of the established potable water supply entity; or the established potable water supply entity consents to the proposed service by the other potable water supply entity. The Director may, however, waive this requirement if an established potable water supply entity is incapable of providing a reasonable level of service to the proposed development.
- (D) **Modification of Standards.** If a potable water supply entity cannot meet the standards set forth above in Subsection 3.13.5(C), with the exception of 3.13.5(C)(5)(c) which shall not be subject to modification, then they may seek a modification of standards pursuant to Division 2.8 with the Director as the designated decision maker. In addition to the four standards set forth in Section 2.8.2(H) for granting a modification, the Director may also grant a modification if such modification would not be detrimental to the public good and the standard as modified is comparable to an existing standard already being employed by another established potable water supply entity. The Director's decision regarding a requested modification of standards is not subject to appeal pursuant to the Land Use Code or Code of the City of Fort Collins.

(E) **Decision.**

- (1) Based upon the information provided by the applicant and developed by the City and any consultants, the Director shall issue all water adequacy determinations in writing including specific findings and shall either:
  - (a) Approve the application finding that the proposed water supply is adequate;
  - (b) Approve the application with conditions finding the proposed water supply is adequate provided the conditions are met; or
  - (c) Deny the application finding that the proposed water supply is inadequate.
- (2) All water adequacy determinations shall become part of the plan set for the associated development application, if approved. The Director shall maintain a record of all non-privileged information submitted or developed upon which the water adequacy determination was based for the proposed water supply and proposed water supply system, and that record shall become part of the associated development application.
- (3) The Director may impose conditions of approval that when met, as determined by the Director, will bring the proposed water supply into compliance with all applicable standards set forth in this Section, including conditions that the applicant acquire the required water right decrees and water contracts for the water supply system; and/or the applicant completing construction of all infrastructure for the water supply system. No building permit may be issued until all conditions have been met.
- (4) The Director's decision is not subject to appeal pursuant to the Land Use Code or Code of the City of Fort Collins.
- (5) The Director shall require a disclosure, recorded by the Larimer County Clerk, to be provided at the time of all property sales or transfers that the water supply for the development is being provided by the approved entity.

**Section 3.13.6 - Procedures and Standards for Water Adequacy Determinations: Non-Potable Water Supply Entities**

- (A) **Application Requirements for Non-Potable Water Supplies.** Applications for a water adequacy determination for all or portions of a development to be served with non-potable water shall include all of the following:
  - (1) Summary document linking the information to the standard of review.

- (2) Report including information required under Section 29-20-304(1), C.R.S.:
  - (a) An estimate of the water supply requirements for the proposed development through build-out conditions;
  - (b) A description of the water supply system and physical source of water supply that will be used to serve the proposed development. This description must include water quality test results and results of an analysis investigating any limitations of use due to poor quality;
  - (c) A description of all elements of the water rights portfolio either owned or planned for acquisition, contracts, and/or IGAs required for the proposed water supply;
  - (d) An estimate of the amount of water yield projected from each proposed water supply source under various hydrologic conditions. For surface water sources, this should include results of an analysis of historical temporal availability of the proposed supplies throughout the year, annual volumetric yield, and the frequency and flow rate of deliveries. For groundwater sources, this should include descriptions of the decreed place of use, flow rate, and annual volumetric limits, and their temporal availability of the proposed supplies throughout the year, including any augmentation requirements;
  - (e) Water demand management measures, if any, that may be implemented within the development to account for hydrologic variability; and
  - (f) Description of all water conservation measures to be applied in the development and how they would be enforced and effectuated. At a minimum, smart controllers and flow meters are required per the Land Use Code.
- (3) Financial documentation showing that the proposed provider is able to create the proposed water supply system and maintain it in perpetuity.
- (4) A narrative describing how the entity plans to ensure compliance equal to or better than City water conservation requirements including those outlined in Division 3.2.
- (5) Approval documentation from other regulatory agencies, including the established potable water supply entity whose service area contains the proposed non-potable system when applicable. At the Director's discretion,

this information may substitute in whole or in part for the application requirements set forth in this Section.

- (6) Such other information as may be required by the Director.

(B) ***Review of Application.***

- (1) ***Agreement on Costs.*** Prior to the City reviewing any application under this Section, the applicant shall agree in writing to reimburse the City for all costs associated with reviewing the application and associated materials, including costs associated with consultants hired to assist the Director’s review. No water adequacy determination shall be issued unless and until all such costs have been paid to the City. The fee assessed by the City shall not exceed the cost of the review and administration of the review process.

(2) ***Review.***

- (a) The Director shall review the materials provided by the applicant following the completion of the agreement identified in Subsection 3.13.6(B)(1). The length of the Director’s review shall be based on the complexity of the application, the proposed water supply, and proposed water supply system.
- (b) Following the submission of the application, the Director shall be entitled to require any such additional or supplemental information from the applicant as may be required for the Director’s review.
- (c) Applications for water adequacy determinations for Non-potable systems shall be submitted at the same time as Development Construction Permit for review.

(C) ***Standards.*** To issue a water adequacy determination under this Section, the Director must find that the application and associated materials establish that:

- (1) The quality of the proposed non-potable water supply will be sufficient for build-out of the proposed development by providing non-potable water to the development of a quality sufficient to meet all planned landscape needs and other intended non-potable water uses shown in the approved landscape or utility plans;
- (2) The quantity of the proposed non-potable water supply will be sufficient for build-out of the proposed development by:
  - (a) Relying upon a renewable and/or sustainable physical supply of water;

- (b) Having a water rights portfolio that provides a permanent firm yield equal to or greater than the maximum daily water requirement (accounting for typical conveyance and irrigation and other inefficiencies) under various hydrological conditions, including a modeled one-in-fifty-year drought or equivalent or more stringent standard, when taking into consideration all applicable obligations, including augmentation requirements and return flow obligations; and
  - (c) For lands to be served by tributary groundwater, establishing that the plan for augmentation will operate to provide a permanent firm yield equal to or greater than the maximum assumed demand under various hydrological conditions, including a modeled one-in-fifty-year drought or equivalent or more stringent standard, when taking into consideration all applicable obligations, including augmentation requirements and return flow obligations.
- (3) The dependability of the proposed non-potable water supply will be sufficient for build-out of the proposed development by:
- (a) If the non-potable water supply system includes treatment, establishing that the treatment can and will operate sustainably in a manner that is economical, safe, and that does not produce any harmful by-products; and
  - (b) Establishing and maintaining a water supply entity that has the technical expertise and resources to oversee and maintain the non-potable water supply system.
- (4) The availability of the proposed water supply will be sufficient for build-out of the proposed development by:
- (a) Establishing the applicant has, or has the ability to acquire, the necessary property rights and resources to build and operate the proposed non-potable water supply system; and
  - (b) For lands to be served by tributary groundwater, establishing that the proposed use of the tributary groundwater is sustainable with evidence of assured supply for the lifetime of the development.
- (D) **Decision.**
- (1) Based upon the information provided by the applicant and developed by the City and any consultants, the Director shall issue all water adequacy determinations in writing including specific findings and shall either:

- (a) Approve the application finding that the proposed water supply is adequate;
  - (b) Approve the application with conditions finding the proposed water supply is adequate provided the conditions are met; or
  - (c) Deny the application finding that the proposed water supply is inadequate.
- (2) The written determination shall be included in the plan set for the associated development application, if approved. The Director shall maintain a record of all non-privileged information developed to review the proposed water supply and proposed water supply system and that record shall become part of the associated development application.
- (3) The Director may impose conditions of approval that when met, as determined by the Director, will bring the proposed water supply into compliance with all applicable standards set forth in this Section, including conditions that the applicant acquire the required water right decrees and water contracts for the water supply system. No building permit may be issued until all conditions have been met.
- (4) The Director’s decision is not subject to appeal pursuant to the Land Use Code or Code of the City of Fort Collins.

Section 4. That Section 5.1.2 of the Land Use Code is hereby amended by the addition of the following ten definitions which read in their entirety as follows:

*Adequate* shall mean a water supply that will be sufficient for build-out of the proposed development in terms of quality, quantity, dependability, and availability to provide a supply of water for the lifetime of the type of development proposed and may include reasonable conservation measures and water demand management measures to account for hydrologic variability.

*Established potable water supply entities* shall mean the City of Fort Collins, the East Larimer County Water District, the Fort Collins-Loveland Water District, the Sunset Water District, and the West Fort Collins Water District.

*Non-potable water* shall mean water that has not been treated to state and federal standards safe for human consumption, but can be placed to beneficial uses, including irrigation, dust suppression, toilet and urinal flushing, or make-up water for mechanical equipment.

*Non-potable water supply entities* shall mean the water supply entities, either established potable water supply entities or other water supply entities that provide

water that does not meet the state and federal standards for human consumption to developments for the beneficial uses of non-potable water.

*Other potable water supply entities* shall mean the water supply entities other than the established potable water supply entities that provide potable water service, including new proposed water supplies.

*Potable water* shall mean water, also known as drinking water, that is treated to levels which meet state and federal standards for human consumption.

*Water adequacy determination* shall mean a determination whether the proposed water supply for a development is adequate.

*Water supply entity* shall mean a municipality, county, special district, water conservancy district, water conservation district, water authority, or other public or private water supply entity that supplies, distributes, or otherwise provides water at retail.

*Water rights portfolio* shall mean all rights to water, including water rights, contracts, and agreements associated with water supplies that are used to meet demands. A water rights portfolio that includes non-renewable or non-perpetual water supplies does not mean that the entire portfolio is not renewable and/or sustainable.

*Water supply system* shall mean all infrastructure planned or used to divert and deliver water to a development.

Introduced, considered favorably on first reading and ordered published this 5th day of September 2023, and to be presented for final passage on the 19th day of September 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



Passed and adopted on final reading this 19th day of September 2023.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk