

MINUTES

CITY OF FORT COLLINS • BOARDS AND COMMISSIONS



TRANSPORTATION BOARD

TYPE OF MEETING – REGULAR

November 16, 2022, 6:00 p.m.

Virtual Meeting Via Zoom

FOR REFERENCE:

Chair:	Indy Hart
Vice Chair:	Cari Brown
Council Liaison:	Emily Francis
Staff Liaison:	Aaron Iverson

1. CALL TO ORDER

Chair Hart called the meeting to order at 6:01 PM.

2. ROLL CALL

BOARD MEMBERS PRESENT:

Indy Hart, Chair
Cari Brown, Vice Chair
York
Jerry Gavaldon
Rob Owens
Jess Dyrda
Nathalie Rachline
Ed Peyronnin
Stephanie Blochowiak

CITY STAFF PRESENT:

Rachel Ruhlen
Drew Brooks

PUBLIC PRESENT:

James Burtis

BOARD MEMBERS ABSENT:

None

3. AGENDA REVIEW

Iverson stated there were no changes to the published agenda.

4. CITIZEN PARTICIPATION

James Burtis commented on his experience using Transfort. He stated it seems as if Transfort is recovering at a slower rate than other similarly sized agencies. He suggested wages need to increase in order for driver positions to remain competitive with other CDL positions.

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Gavaldon concurred with many of Mr. Burtis' comments and noted Denver's RTD service is also struggling to recover.

Vice Chair Brown made a motion, seconded by Blochowiak, to allow Mr. Burtis to ask any additional questions he may have following Drew Brooks' presentation.

The motion carried 7-2 with Gavaldon and York dissenting.

Gavaldon expressed concern this process does not match that of Council.

Blochowiak disagreed and stated it is not necessary for this Board to follow the same process as Council. She stated she would like to encourage participation from community members.

5. APPROVAL OF MINUTES – OCTOBER 2022

Vice Chair Brown made a motion, seconded by York, to approve the minutes of the October 2022 meeting as amended to clarify a reference to the Indeed website. The motion was adopted unanimously with Blochowiak recusing.

6. UNFINISHED BUSINESS

None.

Chair Hart reminded members about the Code of Conduct listed within the Volunteer Handbook for the City and reminded members to adhere to that Code when interacting with City staff and other Board members at meetings.

7. NEW BUSINESS

a. Vision Zero Plan – Rachel Ruhlen

Rachel Ruhlen, FC Moves, defined Vision Zero as being zero traffic fatalities and serious injuries and noted it differs from the more traditional safe systems approach and emphasizes safety prioritization in policies and designs. She discussed the crash data analysis which is in the Safety in the City report published annually by Traffic Operations. She noted vulnerable road users are disproportionately represented in severe crashes and stated ten percent of the roads in Fort Collins account for forty percent of all severe crashes.

Ruhlen noted the overarching goal for the Vision Zero Plan is to protect vulnerable road users. She outlined the proposed strategies to build redundancy into the system, including engineering and mode shift, and requested input on the proposed strategies.

Members commented on the 'centering equity' strategies, including related to involving youth in roadway design. York commented on trainings not being particularly effective and stated older leaders need to do things properly first.

Dyrdahl commented on using automated enforcement rather than in-person

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enforcement. She asked if red light cameras have shown to help with crashes at intersections. Ruhlen replied she will look into that.

Chair Hart commented on the importance of focusing on underserved communities and noted automatic traffic enforcement is already occurring and Vision Zero does not need to implement that.

Gavaldon concurred with prioritizing underserved communities, which he stated should occur regardless.

Owens asked about the extent of the existing automatic traffic enforcement and commented on advocacy for more automatic traffic enforcement as a way to reduce in-person bias in underserved communities. He also commented on a study that showed automatic traffic enforcement was disproportionately negatively impacting underserved communities due to infrastructure allowing for increased placement of those devices.

Chair Hart stated it seems anecdotally that red light cameras do little to improve safety.

Ruhlen requested input on the strategies related to increased data transparency and partnerships.

York stated the only way to get people to buy in to making changes is when data that it works can be shown.

Gavaldon stated he would like to see data first, then recommendations and direction followed by after studies to show success or failure. He also stated rapid response meetings following fatal accidents should be a matter of course and information should be published.

Ruhlen requested input on the strategies related to promoting a culture of traffic safety.

Chair Hart stated promoting a culture of traffic safety should be how things are done.

Ruhlen requested input on the strategies related to testing solutions without a large time and cost commitment by using temporary and quick build treatments. She noted this relates to using things like tape, paint, flexible bollards, and other temporary treatments.

Ruhlen requested input regarding designing for safer speeds and multi-modal places strategies.

Gavaldon commented on the success of the asphalt art projects in traffic calming and suggested more of those projects could be beneficial.

Ruhlen requested input on the final category of supporting mode shift.

Chair Hart commented on the importance of engaging City staff in trainings and facilitated conversations to better understand Vision Zero goals and roadblocks.

Ruhlen outlined next steps for the draft action plan to be presented at a Council work session in February with adoption in the spring.

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b. Transfort Update – Drew Brooks

Drew Brooks, Transfort, provided an update on driver staffing noting 108 drivers is the minimum number for peak service and there are currently 85 drivers with 8 on medical leave and 3 in training. He discussed the study performed mid-year to address where turnover existed and where problems arose. He noted filling hourly positions is the most difficult and stated the understaffing issues at Transfort do track with RTD in Denver.

Gavaldon asked about the comparison of staffing to Greeley and Loveland's bus services. Brooks replied they are much closer to being fully staffed; however, they have about 25% of the staff of Transfort.

York asked if there are any studies regarding why these staffing gaps exist across the country. Brooks replied there were unprecedented losses during the pandemic and the labor shortage in general now have contributed to those gaps. He noted the positions are not especially attractive due to health and safety concerns.

Chair Hart noted Gavaldon commented about bicycle crashes in the chat.

Brooks noted 90-95% of the separations are voluntary. He discussed other area transit agencies and detailed what they are offering drivers, which are generally 40-hour weeks with benefits. He noted Transfort's entry positions are not 40-hours or benefitted and Transfort is behind the rest of the region in pay, though it was increased at the end of last year.

Blochowiak asked if the City is considering options for workforce housing or providing housing vouchers to attract and support workers being paid some percentage below Fort Collins AMI. Brooks replied conversations around housing are just now beginning.

Chair Hart suggested paying higher wages could be more beneficial than providing workforce housing or housing vouchers.

Blochowiak stated getting equitable housing in Fort Collins is very difficult given land use regulations and it will require government interference as the market has not been able to adequately respond here.

Brooks stated Transfort has identified a number of changes it needs to make, including wage adjustments which should be in place at the beginning of the year, classification changes to make more 0.75 positions full-time, and conversion of unbenefitted positions to benefitted positions.

Rachline suggested there should be no need for paying consultants for scheduling and stated innovative solutions need to be formed regarding employing drivers in the summer months when service is cut down.

Gavaldon concurred there should be no need for paying consultants for scheduling. He asked if fares are being considered or additional cost-sharing with CSU and PSD. Brooks replied Transfort believes all of the changes can be funded with new annual

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federal dollars from the Infrastructure Plan.

York asked if there is anything the Board can do to help facilitate these changes being made by the end of the year. Brooks replied there may be an issue if an off-cycle budget request would be needed; however, he does not anticipate that but will let the Board know if some type of advocacy in that regard would be helpful.

Brooks discussed the budget enhancement offer for a Transfort recruiting and training specialist and a service planner. Chair Hart commended those solutions.

Gavaldon expressed concern about having a dedicated Transfort recruiting and training specialist as opposed to utilizing the City's resources.

Drydahl supported the dedicated recruiting and training specialist position.

Brooks discussed the in-depth fare and funding study Transfort has undertaken. He stated Transfort was asked by Council to look at the possibility of remaining a fare-free system and he outlined the impacts of that.

Gavaldon noted CSU has provided shared funding to Transfort since 1976.

Chair Hart asked if fare free means all funds are provided through taxes or federal and state funds. Brooks replied there is an agreement in place with CSU and a small agreement with the Bohemian Foundation for youth riders. He stated the City would continue to negotiate to keep those agreements in place as those losses would be much more significant than losing fares at the fare box.

Gavaldon asked if a fare box free model would apply to out-of-town residents. Brooks replied in the affirmative.

York asked if the FLEX service to Boulder would also be fare free. Brooks replied that would still need to be negotiated. He noted Fort Collins collects all of the FLEX revenues because it operates the system and a lack of fares for those routes was included in the impact models.

Gavaldon stated he would likely oppose a fare free model as he believes the benefits should go to those who pay.

York stated he would not mind if the fares were paid for out-of-town residents as they will spend money in our community.

Rachline stated creativity must come into play if Fort Collins wants a real transit system and she has yet to see next steps on building ridership.

Brooks discussed updated revenue needs and the total cost of building out the Transit Master Plan over 20 years, which is estimated to be \$340-380 million. He discussed the short-term, mid-term, and long-term service expansions.

Gavaldon asked about the changes in route frequency in the short-term, mid-term, and

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long-term solutions. Brooks outlined the proposed changes.

Gavaldon commended the Transfort repair and maintenance plan.

Chair Hart commended the look at core issues and not just surface-level fixes. He commented on the amount of time it takes him to get to work on Transfort.

Dyrdahl commended the examination of the issues and use of federal funding.

Vice Chair Brown asked what route the electric bus runs. Brooks replied the two electric buses run most frequently on the 8 and 81 routes along North College. He noted about 40% of the routes can be run all day with a single charge.

Chair Hart asked Mr. Burtis if he had any additional questions. Mr. Burtis commended the plan to attract and retain new operators. He asked where operators are going given the high turnover rate. Brooks replied operators are leaving for all types of positions and he noted Transfort is not attracting drivers who have previous experience.

Mr. Burtis asked if there is any plan to seek community feedback about routes and to identify potential riders who aren't currently using Transfort. Brooks replied a survey will be coming out soon related to changing patterns.

Mr. Burtis asked about Sunday service. Brooks replied Sunday, holiday, and evening services were reduced during the pandemic and have not returned. He noted the lack of evening service has drastically impacted student ridership and stated those services will be examined for return after the routes that have been eliminated are returned.

c. Board Work Plan – Aaron Iverson

Chair Hart made a motion, seconded by York, to approve the Work Plan by updating it to next year's date and including the changes Iverson presented in the draft Work Plan. The motion was adopted 7-2 with Gavaldon and Rachline dissenting.

Rachline stated she believes the Work Plan deserves additional time for a real discussion. She stated the Work Plan is completely inappropriate to the future and what the Board needs to focus on in the next year.

Dyrdahl asked if the Board holds town hall type meetings to seek public input. Chair Hart replied the Citizen Participation section of each meeting fills that role.

Vice Chair Brown noted City staff is in charge of public outreach.

Dyrdahl asked about the Work Plan item related to liaisons to other Boards. Chair Hart replied the Transportation Board used to have members who would provide public comment at other Board and Commission meetings as members of the Board; however, the current status is that Gavaldon attends Planning and Zoning Commission meetings as a liaison on an unofficial basis. An official charge of the Board is the Bicycle Advisory Committee and one of its official members is on the Transportation Board.

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Dyrdahl commented on an item on the Work Plan that references '5 E's' when in actuality, the item consists of '6 E's.'

Gavaldon stated Council has viewed the liaison role between the Board and the Planning and Zoning Commission as being very positive. He stated the connection has made a difference for certain topics. He asked about the Transportation Board absorbing the Parking Board. Iverson replied that issue is unresolved at this point.

Gavaldon noted Council is forming a Boards and Commissions work group.

York made a motion, seconded by Vice Chair Brown, to amend the Work Plan to change the '5 E's' reference to '6 E's' and include an Oxford comma.

Chair Hart asked if 5 E's is still the industry standard. Iverson replied he would need to confer with Safe Routes to School staff, but his feeling is that it is evolving to 6 as that is what is being done internally as staff. York concurred that seems to be the evolving trend.

The motion carried 7-2 with Gavaldon dissenting and Rachline abstaining.

8. BOARD MEMBER REPORTS

Gavaldon announced he will be stepping away from being the Planning and Zoning Commission liaison as of the beginning of the year. He reported on the bike-in movie at the Museo de las Tres Colonias and commended City staff for their work on the event.

Blochowiak commented on the long lines at Chick-fil-A and commented on CDOT's requirement that MPO's begin including greenhouse gas emissions calculations into planning processes.

York reported on a kidney bean roundabout intersection trial at Front Range Community College. Additionally, he reported on the North Front Range MPO Advisory Committee meeting schedule and recent meeting presentation by the CDOT bike/pedestrian planning coordinator. He discussed the Fort Collins Museum of Discovery 10-year anniversary and reported on the recent Planning and Zoning Commission work session during which the wireless code, water issues, and the emergency ordinance that allowed for remote meetings were discussed. He suggested the Board may want to discuss it's meeting format based on that information.

Chair Hart noted the Board did attempt to have an in-person meeting at Traffic Operations; however, circumstances arose that required a return to full remote participation.

Dyrdahl reported on the Ram Ride service which operates to provide rides to CSU students on Friday and Saturday nights; however, it has been unable to operate fully this semester and the team has therefore been offering Lyft codes and recently met to brainstorm innovative plans for operating next semester. She also noted she serves on

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the Parking and Transportation Services Board for CSU which is looking for feedback on its website. She reported on the bike registration program noting she got her bike returned within 24 hours after it being stolen.

Peyronnin reported on attending the Council Futures Committee meeting during which the Dutch cycling community was discussed.

Rachline expressed disappointment no improvements have been made regarding the car stacking issue at Raising Cane's. She also expressed disappointment with the amount of debris in bicycle lanes and also noted she got a nail in her car tire recently. She requested the Board receive a presentation and statistics related to vehicle miles travelled at an upcoming meeting. Additionally, she stated she does not believe Our Climate Future has been addressed sufficiently as part of any kind of transit conversation.

Chair Hart again reminded members to review the City's Volunteer Handbook and Code of Conduct.

9. OTHER BUSINESS

a. Bicycle Advisory Committee Report

Owens reported on the recent BAC meeting during which the Committee received a presentation on the 15-Minute City Analysis and a Bike Fort Collins update on intersections with safety concerns for bicyclists.

b. City Council 6-Month Calendar Review

Iverson reported on upcoming Council items including the Active Modes Plan, sustainable funding options for transit, North College MAX, 1041 regulations, the Vision Zero Plan, and downtown parking.

c. Staff Liaison Report

Iverson reported York is term-limited on the Board and will be leaving at the end of the year. Additionally, James Burtis applied and will be filling that position. Gavaldon was also at the end of his term but has been reappointed and Peyronnin and Dyrdaahl were automatically appointed for an additional year. He noted the Board will be completing its annual report before the end of the year.

Gavaldon clarified the appointments are only recommendations at this point as Council has yet to formally vote.

York stated he will be starting his term on the Planning and Zoning Commission at the beginning of the year.

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10. ADJOURNMENT

The meeting adjourned at 8:43 p.m. by unanimous consent.