

AGENDA ITEM SUMMARY

August 18, 2015

City Council

STAFF

Martina Wilkinson, Civil Engineer
Joe Olson, City Traffic Engineer

SUBJECT

Items Relating to Traffic Code Amendments Regarding Accommodation of Low-speed Electric Vehicles and Parking Regulations.

EXECUTIVE SUMMARY

- A. First Reading of Ordinance No. 103, 2015, Amending Section 1410.1 of the Fort Collins Traffic Code Allowing Low-Speed Electric Vehicles.
- B. First Reading of Ordinance No. 104, 2015, Amending Section 1205 and 1205.5 of the Fort Collins Traffic Code Amending Parking Restrictions.

The purpose of this item is to amend several sections of the Fort Collins Traffic Code. The amendment to Section 1410.1 will permit low speed electric vehicles on certain City streets. Section 1205 is proposed to be amended to permit parking configurations that will accommodate the potential for parking-protected bike lanes and back-in angle parking.

STAFF RECOMMENDATION

Staff recommends adoption of the Ordinances on First Reading

BACKGROUND / DISCUSSION

There are two separate changes are proposed for the Fort Collins Traffic Code. The detailed text changes are included in the ordinances.

A. **Ordinance No. 103, 2015 - Section 1410.1 Low-speed electric vehicles.**

Section 1410.1 previously prohibited the use of low-speed electric vehicles on City streets. Several City departments, as well as Colorado State University, are interested in utilizing these types of vehicles, and state law already permits their operation on certain streets. It is a local option for the City of Fort Collins to authorize low speed vehicles within the City, and following a review by City staff, staff recommends that the City Traffic Code be amended to be consistent with state law.

B. **Ordinance No. 104, 2015 - Section 1205 Parking at curb or edge of roadway and Section 1205.5 Obedience to angle parking sign or marking**

These sections in the Traffic Code currently require vehicles to park with their front wheel within 12 inches of the curb. There are several new and innovative treatments for parking and bike lanes that the City would like to be able to pilot and/or implement, including parking protected bike lanes, and back-in angle parking. The recommended changes in these sections will allow these treatments to be considered and potentially implemented.

Staff will submit all the changes to Colorado Department of Transportation (CDOT) for approval pursuant to statute. As the amendments are made to be consistent with state laws and/or are particular to the traffic needs of Fort Collins, it is anticipated CDOT will approve the amendments.

CITY FINANCIAL IMPACTS

The changes to Section 1410.1 allowing low-speed electric vehicles are not anticipated to have a city financial impact.

The changes to Sections 1205 and 1205.5 allowing different parking configurations do not have any immediate financial impact. Funding for projects that are implemented with new parking options will be identified on a case by case basis.

BOARD / COMMISSION RECOMMENDATION

No boards or commissions were involved with these recommended changes.

PUBLIC OUTREACH

The changes for low-speed electric vehicles are housekeeping changes with limited outreach.

The changes for parking are intended to allow the treatments to be considered. Outreach will occur with specific projects once proposed.

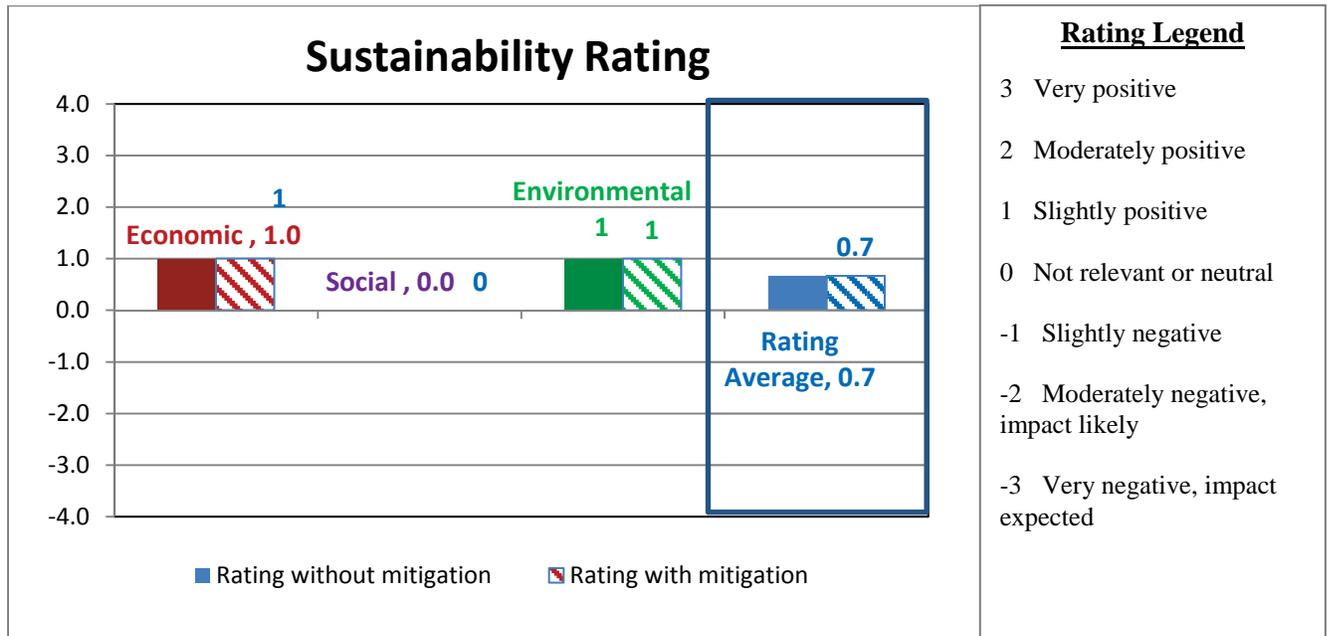
ATTACHMENTS

1. Sustainability Assessment Summary and Tool - Low-speed Electric Vehicles (PDF)
2. Sustainability Assessment Summary and Tool - Parking Changes (PDF)

SUSTAINABILITY ASSESSMENT SUMMARY

DATE: April 21, 2015

SUBJECT: Sustainability Assessment (SA) Summary for
Traffic Code Changes Section 1410.1- Low Speed Electric Vehicles



Key issues identified:

- Because the proposal just changes the code to allow the vehicles and doesn't yet actually implement anything, these are no specific issues for Social Equity, environmental health or economic prosperity.
- If approved, the implementation of the broader use of electric vehicles may provide a benefit in the future.

Suggested mitigation actions:

- None Needed.

City of Fort Collins SUSTAINABILITY ASSESSMENT TOOL (SAT) (November 2014)



Creating a sustainable community

Plan Fort Collins is an expression of the community's resolve to act sustainably: to systemically, creatively, and thoughtfully utilize environmental, human, and economic resources to meet our present needs and those of future generations without compromising the ecosystems upon which we depend.

How to use the tool

The Sustainability Assessment Tool (SAT) is designed to inform a deeper understanding of how policy and program choices affect the social equity, environmental health and economic health of the community. The City of Fort Collins has developed a Sustainability Assessment Framework that describes the purpose, objectives, and guidelines to assist City Program/Project Managers to determine:

- The process for cross-department collaboration in using the SAT
- Timing for applying a SAT
- When to apply a SAT
- How to document the results of the SAT and present at City Council Work Sessions and Regular Council Meetings

Further detailed guidance is available at: <http://citynet.fcgov.com/sustainability/sustainabilityassessments.php>

The SAT does not dictate a particular course of action; rather, the analysis provides policy makers and staff with a greater awareness of some of the trade-offs, benefits and consequences associated with a proposal, leading to more mindful decision-making.

Brief description of proposal

Please provide a brief description of your proposal – 100 words or less

[Proposal to amend Section 1410.1 of the City Traffic Code to permit low speed electric vehicles on certain City streets.](#)

Staff lead(s):

Please note staff name, position/division and phone number

[Joe Olson, City Traffic Engineer, 970-224-6062](#)

Social Equity

Described: Placing priority upon protecting, respecting, and fulfilling the full range of universal human rights, including those pertaining to civil, political, social, economic, and cultural concerns. Providing adequate access to employment, food, housing, clothing, recreational opportunities, a safe and healthy environment and social services. Eliminating systemic barriers to equitable treatment and inclusion, and accommodating the differences among people. Emphasizing justice, impartiality, and equal opportunity for all.

Goal/Outcome: It is our priority to support an equitable and adequate social system that ensures access to employment, food, housing, clothing, education, recreational opportunities, a safe and healthy environment and social services. Additionally, we support equal access to services and seek to avoid negative impact for all people regardless of age, economic status, ability, immigration or citizenship status, race/ethnicity, gender, relationship status, religion, or sexual orientation. Equal opportunities for all people are sought. A community in which basic human rights are addressed, basic human needs are met, and all people have access to tools and resources to develop their capacity. This tool will help identify how the proposal affects community members and if there is a difference in how the decisions affect one or more social groups. Areas of consideration in creating a vibrant socially equitable Fort Collins are: basic needs, inclusion, community safety, culture, neighborhoods, and advancing social equity.

Analysis Prompts

- *The prompts below are examples of the issues that need to be addressed. **They are not a checklist.** Not all prompts and issues will be relevant for any one project. Issues not covered by these prompts may be very pertinent to a proposal - please include them in the analysis.*
- *Is this proposal affected by any current policy, procedure or action plan? Has advice been sought from organizations that have a high level of expertise, or may be significantly affected by this proposal?*

Proposal Description

Proposal to amend Section 1410.1 of the City Traffic Code to permit low speed electric vehicles on certain City streets.

1. Meeting Basic Human Needs

- How does the proposal impact access to food, shelter, employment, health care, educational and recreational opportunities, a safe and healthy living environment or social services?
- Does this proposal affect the physical or mental health of individuals, or the status of public health in our community?
- How does this proposal contribute to helping people achieve and maintain an adequate standard of living, including housing, or food affordability, employment opportunities, healthy families, or other resiliency factors?

Analysis/Discussion

The proposal does not change the ability to meet basic human needs.

2. Addressing Inequities and being Inclusive

- Are there any inequities to specific population subsets in this proposal? If so, how will they be addressed?
- Does this proposal meet the standards of the Americans with Disabilities Act?
- How does this proposal support the participation, growth

The proposal does not create inequities.

<p>and healthy development of our youth? Does it include Developmental Assets?</p> <ul style="list-style-type: none"> • If the proposal affects a vulnerable section of our community (i.e. youth, persons with disabilities, etc.) 	
<p>3. Ensuring Community Safety</p> <ul style="list-style-type: none"> • How does this proposal address the specific safety and personal security needs of groups within the community, including women, people with disabilities, seniors, minorities, religious groups, children, immigrants, workers and others? 	<p>If the proposal is implemented, then any future use of low speed vehicles will be required to meet federal requirements and may be used to provide mobility for people of varying needs.</p>
<p>4. Culture</p> <ul style="list-style-type: none"> • Is this proposal culturally appropriate and how does it affirm or deny the cultures of diverse communities? • How does this proposal create opportunities for artistic and cultural expression? 	<p>This proposal does not specifically address cultural issues.</p>
<p>5. Addressing the Needs of Neighborhoods</p> <ul style="list-style-type: none"> • How does this proposal impact specific Fort Collins neighborhoods? • How are community members, stakeholders and interested parties provided with opportunities for meaningful participation in the decision making process of this proposal? • How does this proposal enhance neighborhoods and stakeholders' sense of commitment and stewardship to our community? 	<p>This proposal is not specific to different neighborhoods, nor does it enhance or impact stakeholder's sense of commitment and stewardship.</p>
<p>6. Building Capacity to Advance Social Equity</p> <ul style="list-style-type: none"> • What plans have been made to communicate about and share the activities and impacts of this proposal within the City organization and/or the community? • How does this proposal strengthen collaboration and cooperation between the City organization and community members? 	<p>This proposal simply changes the traffic code to allow the use of low-speed electric vehicles on certain City streets. If/when programs for the use of vehicles are implemented those plans would need to be communicated and could strengthen collaboration.</p>
<p>Social Equity Summary</p> <p>Key issues: Because the proposal just changes the code to allow the vehicles and doesn't yet actually implement anything, these are no specific issues for Social Equity. Ultimately, the use of low speed vehicles may benefit a variety of groups within the community.</p>	

Potential mitigation strategies:

None Needed.

Overall, the effect of this proposal on social equity would be:

Please reach a consensus or take a group average on the rating, enter an "x" in one of the following boxes and indicate the overall rating.

Rating represents group consensus	X
Rating represents group average	

+3	+2	+1	0	-1	-2	-3
Very positive	Moderately positive	Slightly positive	Not relevant or neutral	Slightly negative	Moderately negative, impact likely	Very negative, impact expected
			X			

Environmental Health

Described: Healthy, resilient ecosystems, clean air, water, and land. Decreased pollution and waste, lower carbon emissions that contribute to climate change, lower fossil fuel use, decreased or no toxic product use. Prevent pollution, reduce use, promote reuse, and recycle natural resources.

Goal/Outcome: Protect, preserve, and restore the natural environment to ensure long-term maintenance of ecosystem functions necessary for support of future generations of all species. Avoid or eliminate adverse environmental impacts of all activities, continually review all activities to identify and implement strategies to prevent pollution; reduce energy consumption and increase energy efficiency; conserve water; reduce consumption and waste of natural resources; reuse, recycle and purchase recycled content products; reduce reliance on non-renewable resources.

Analysis Prompts

- The prompts below are examples of issues that need to be addressed. **They are not a checklist.** Not all prompts and issues will be relevant for any one project. Issues not covered by these prompts may be very pertinent to a proposal - please include them in the analysis.
- Is this proposal affected by any current policy, procedure or action plan? Has advice been sought from organizations that have a high level of expertise, or may be significantly affected by this proposal?

1. Environmental Impact

- Does this proposal affect ecosystem functions or processes related to land, water, air, or plant or animal communities?
- Will this proposal generate data or knowledge related to the use of resources?
- Will this proposal promote or support education in prevention of pollution, and effective practices for reducing, reusing, and recycling of natural resources?
- Does this proposal require or promote the continuous

Analysis/Discussion

The proposal to change the code does not have a direct environmental impact. If approved, the implementation of the broader use of electric vehicles may provide a benefit in the future.

<p>improvement of the environmental performance of the City organization or community?</p> <ul style="list-style-type: none"> • Will this proposal affect the visual/landscape or aesthetic elements of the community? 	
<p>2. Climate Change</p> <ul style="list-style-type: none"> • Does this proposal directly generate or require the generation of greenhouse gases (such as through electricity consumption or transportation)? • How does this proposal align with the carbon reduction goals for 2020 goal adopted by the City Council? • Will this proposal, or ongoing operations result in an increase or decrease in greenhouse gas emissions? • How does this proposal affect the community’s efforts to reduce greenhouse gas emissions or otherwise mitigate adverse climate change activities? 	<p>The proposal does not directly generate greenhouse gases. If approved, the implementation of the broader use of electric vehicles may provide a benefit in the future.</p>
<p>3. Protect, Preserve, Restore</p> <ul style="list-style-type: none"> • Does this proposal result in the development or modification of land resources or ecosystem functions? • Does this proposal align itself with policies and procedures related to the preservation or restoration of natural habitat, greenways, protected wetlands, migratory pathways, or the urban growth boundary • How does this proposal serve to protect, preserve, or restore important ecological functions or processes? 	<p>The proposal does not directly affect ecosystem functions.</p>
<p>4. Pollution Prevention</p> <ul style="list-style-type: none"> • Does this proposal generate, or cause to be generated, waste products that can contaminate the environment? • Does this proposal require or promote pollution prevention through choice of materials, chemicals, operational practices and/or engineering controls? • Does this proposal require or promote prevention of pollution from toxic substances or other pollutants regulated by the state or federal government? • Will this proposal create significant amounts of waste or pollution? 	<p>The proposal to change the code does not directly address pollution. If approved, the implementation of the broader use of electric vehicles may provide a benefit in the future.</p>
<p>5. Rethink, Replace, Reduce, Reuse, Recirculate/Recycle</p>	

- Does this proposal prioritize the rethinking of the materials or goods needed, reduction of resource or materials use, reuse of current natural resources or materials or energy products, or result in byproducts that are recyclable or can be re-circulated?

No.

6. Emphasize Local

- Does this proposal emphasize use of local materials, vendors, and or services to reduce resources and environmental impact of producing and transporting proposed goods and materials?
- Will the proposal cause adverse environmental effects somewhere other than the place where the action will take place?

No.

Environmental Health Summary

Key issues:
The proposal to change the code does not directly address environmental health issues. If approved, the implementation of the broader use of electric vehicles may provide a benefit in the future.

Potential mitigation strategies:
None needed.

Overall, the effect of this proposal on environmental health would be:
Please reach a consensus or take a group average on the rating, enter an "x" in one of the following boxes and indicate the overall rating.

Rating represents group consensus	X
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+3	+2	+1	0	-1	-2	-3
Very positive	Moderately positive	Slightly positive	Not relevant or neutral	Slightly negative	Moderately negative, impact likely	Very negative, impact expected
		X				

Economic Health

Described: Support of healthy local economy with new jobs, businesses, and economic opportunities; focus on development of a diverse economy, enhanced sustainable practices for existing businesses, green and clean technology jobs, creation or retention of family waged jobs.

Goal/Outcome: A stable, diverse and equitable economy; support of business development opportunities.

Analysis Prompts

<ul style="list-style-type: none"> • <i>The prompts below are examples of the issues that need to be addressed. They are not a checklist. Not all prompts and issues will be relevant for any one project. Issues not covered by these prompts may be very pertinent to a proposal - please include them in the analysis</i> • <i>Is this proposal affected by any current policy, procedure or action plan? Has advice been sought from organizations that have a high level of expertise, or may be significantly affected by this proposal?</i> 	
<p>1. Infrastructure and Government</p> <ul style="list-style-type: none"> • How will this proposal benefit the local economy? • If this proposal is an investment in infrastructure is it designed and will it be managed to optimize the use of resources including operating in a fossil fuel constrained society? • Can the proposal be funded partially or fully by grants, user fees or charges, staged development, or partnering with another agency? • How will the proposal impact business growth or operations (ability to complete desired project or remain in operation), such as access to needed permits, infrastructure and capital? 	<p>Analysis/Discussion</p> <p>There is no specific cost or economic impact associated with the changing of the code.</p> <p>If approved, a broader use of electric vehicles could benefit the community operating in a fossil fuel constrained society.</p>
<p>2. Employment and Training</p> <ul style="list-style-type: none"> • What are the impacts of this proposal on job creation within Larimer County? • Are apprenticeships, volunteer or intern opportunities available? • How will this proposal enhance the skills of the local workforce? 	<p>Not applicable.</p>
<p>3. Diversified and Innovative Economy</p> <ul style="list-style-type: none"> • How does this proposal support innovative or entrepreneurial activity? • Will “clean technology” or “green” jobs be created in this proposal? • How will the proposal impact start-up or existing businesses or development projects? 	<p>The changing of the code is not anticipated to impact a diversified economy, although implementation of a broad use of low speed electric vehicles could be considered to be innovative.</p>
<p>4. Support or Develop Sustainable Businesses</p> <ul style="list-style-type: none"> • What percentage of this proposal budget relies on local services or products? Identify purchases from Larimer County and the State of Colorado. • Will this proposal enhance the tools available to businesses to incorporate more sustainable practices in operations and products? 	<p>Not applicable.</p>

<ul style="list-style-type: none"> Are there opportunities to profile sustainable and socially responsible leadership of local businesses or educate businesses on triple bottom line practices? 	
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5. Relevance to Local Economic Development Strategy	None known at this time.
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Economic Prosperity Summary

Key issues:
 The proposal to change the code does not directly address economic prosperity. If approved, the implementation of the broader use of electric vehicles may provide a benefit to the green economy.

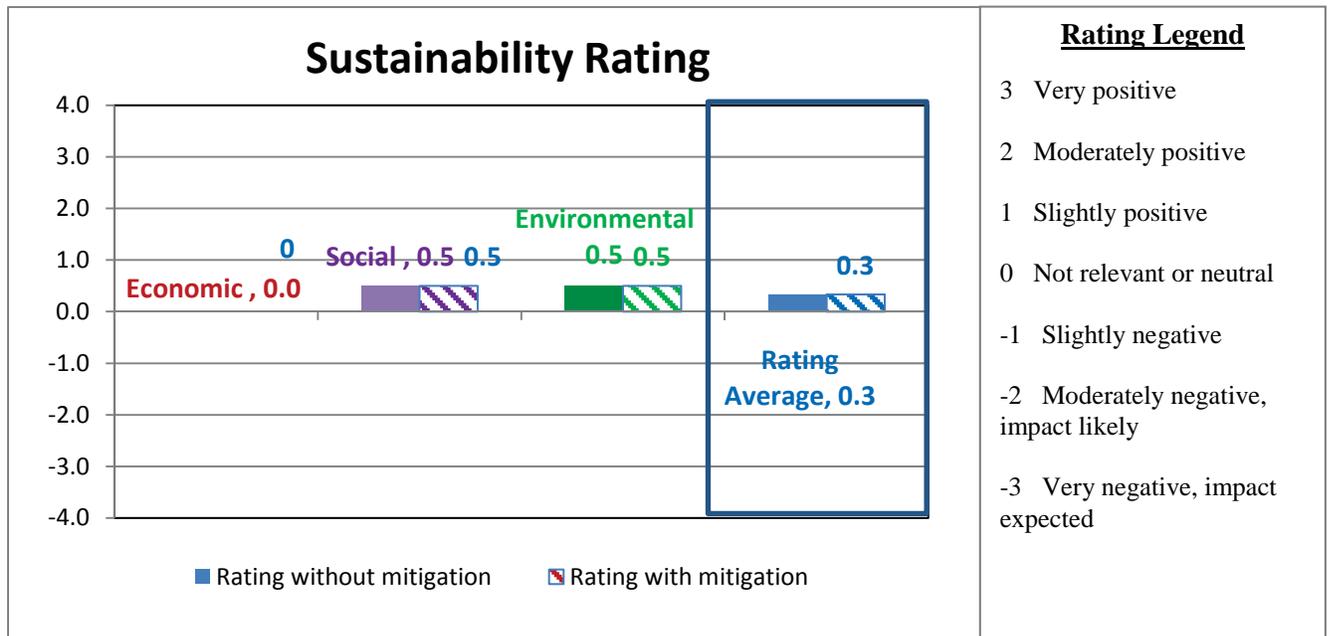
Potential mitigation strategies:
 None needed.

Overall, the effect of this proposal on economic prosperity will be: <i>Please reach a consensus or take a group average on the rating, enter an "x" in one of the following boxes and indicate the overall rating.</i>		+3	+2	+1	0	-1	-2	-3			
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Rating represents group consensus	X										
Rating represents group average											

SUSTAINABILITY ASSESSMENT SUMMARY

DATE: April 21, 2015

SUBJECT: Sustainability Assessment (SA) Summary for
Traffic Code Changes Section 1205 – Allowed Parking Configurations



Key issues identified:

- Because the proposal just changes the code to allow for different parking configurations, there is no immediate change in social equity. If approved and projects are implemented, then the community may see health, and safety benefits due to enhanced bicycling experiences.
- The proposal to change the code does not directly address environmental health issues. If approved, the implementation of various parking configurations may support increased bicycling and result in an environmental health benefit in the future.
- The proposal to change the code does not directly address economic prosperity. If approved, the implementation of different parking configuration is considered innovative and could support additional cycling and therefore the green economy. However, some businesses may be concerned about any changes to parking.

Suggested mitigation actions:

- None Needed.

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Brief description of proposal

Please provide a brief description of your proposal – 100 words or less

Proposal to amend Section 1205 and 1205.5 of the City Traffic Code to amend allowable parking configurations. This will allow for the potential of parking protected bike lanes and back-in angle parking.

Staff lead(s):

Please note staff name, position/division and phone number

Joe Olson, City Traffic Engineer, 970-224-6062

Social Equity

Described: Placing priority upon protecting, respecting, and fulfilling the full range of universal human rights, including those pertaining to civil, political, social, economic, and cultural concerns. Providing adequate access to employment, food, housing, clothing, recreational opportunities, a safe and healthy environment and social services. Eliminating systemic barriers to equitable treatment and inclusion, and accommodating the differences among people. Emphasizing justice, impartiality, and equal opportunity for all.

Goal/Outcome: It is our priority to support an equitable and adequate social system that ensures access to employment, food, housing, clothing, education, recreational opportunities, a safe and healthy environment and social services. Additionally, we support equal access to services and seek to avoid negative impact for all people regardless of age, economic status, ability, immigration or citizenship status, race/ethnicity, gender, relationship status, religion, or sexual orientation. Equal opportunities for all people are sought. A community in which basic human rights are addressed, basic human needs are met, and all people have access to tools and resources to develop their capacity. This tool will help identify how the proposal affects community members and if there is a difference in how the decisions affect one or more social groups. Areas of consideration in creating a vibrant socially equitable Fort Collins are: basic needs, inclusion, community safety, culture, neighborhoods, and advancing social equity.

Analysis Prompts

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- *Is this proposal affected by any current policy, procedure or action plan? Has advice been sought from organizations that have a high level of expertise, or may be significantly affected by this proposal?*

Proposal Description

Proposal to amend Section 1205 and 1205.5 of the City Traffic Code to amend allowable parking configurations. This will allow for the potential of parking protected bike lanes and back-in angle parking

1. Meeting Basic Human Needs

- How does the proposal impact access to food, shelter, employment, health care, educational and recreational opportunities, a safe and healthy living environment or social services?
- Does this proposal affect the physical or mental health of individuals, or the status of public health in our community?
- How does this proposal contribute to helping people achieve and maintain an adequate standard of living, including housing, or food affordability, employment opportunities, healthy families, or other resiliency factors?

Analysis/Discussion

The proposal to change the code does not impact the ability to meet basic human needs. Implementation of innovative bike treatments may encourage additional bicycling and result in community health benefits.

2. Addressing Inequities and being Inclusive

- Are there any inequities to specific population subsets in this proposal? If so, how will they be addressed?
- Does this proposal meet the standards of the Americans with Disabilities Act?
- How does this proposal support the participation, growth

The proposal does not create inequities.

<p>and healthy development of our youth? Does it include Developmental Assets?</p> <ul style="list-style-type: none"> • If the proposal affects a vulnerable section of our community (i.e. youth, persons with disabilities, etc.) 	
<p>3. Ensuring Community Safety</p> <ul style="list-style-type: none"> • How does this proposal address the specific safety and personal security needs of groups within the community, including women, people with disabilities, seniors, minorities, religious groups, children, immigrants, workers and others? 	<p>If the code changes are made, then there is a potential for innovative parking treatments that may lead to enhanced safety.</p>
<p>4. Culture</p> <ul style="list-style-type: none"> • Is this proposal culturally appropriate and how does it affirm or deny the cultures of diverse communities? • How does this proposal create opportunities for artistic and cultural expression? 	<p>This proposal does not specifically address cultural issues.</p>
<p>5. Addressing the Needs of Neighborhoods</p> <ul style="list-style-type: none"> • How does this proposal impact specific Fort Collins neighborhoods? • How are community members, stakeholders and interested parties provided with opportunities for meaningful participation in the decision making process of this proposal? • How does this proposal enhance neighborhoods and stakeholders' sense of commitment and stewardship to our community? 	<p>This proposal is not specific to different neighborhoods, nor does it enhance or impact stakeholder's sense of commitment and stewardship.</p>
<p>6. Building Capacity to Advance Social Equity</p> <ul style="list-style-type: none"> • What plans have been made to communicate about and share the activities and impacts of this proposal within the City organization and/or the community? • How does this proposal strengthen collaboration and cooperation between the City organization and community members? 	<p>This proposal simply changes the traffic code to allow for the use of different parking configurations. If approved, then individual projects would include collaborative work between City and community members.</p>
<p>Social Equity Summary</p> <p>Key issues:</p> <p>Because the proposal just changes the code to allow for different parking configurations, there is no immediate change in social equity. If approved and projects are implemented, then the community may see health, and safety benefits due to enhanced bike experiences.</p>	

Potential mitigation strategies:

None Needed.

Overall, the effect of this proposal on social equity would be:

Please reach a consensus or take a group average on the rating, enter an "x" in one of the following boxes and indicate the overall rating.

Rating represents group consensus	X
Rating represents group average	

+3	+2	+1	0	-1	-2	-3
Very positive	Moderately positive	Slightly positive	Not relevant or neutral	Slightly negative	Moderately negative, impact likely	Very negative, impact expected
		X	X			

Environmental Health

Described: Healthy, resilient ecosystems, clean air, water, and land. Decreased pollution and waste, lower carbon emissions that contribute to climate change, lower fossil fuel use, decreased or no toxic product use. Prevent pollution, reduce use, promote reuse, and recycle natural resources.

Goal/Outcome: Protect, preserve, and restore the natural environment to ensure long-term maintenance of ecosystem functions necessary for support of future generations of all species. Avoid or eliminate adverse environmental impacts of all activities, continually review all activities to identify and implement strategies to prevent pollution; reduce energy consumption and increase energy efficiency; conserve water; reduce consumption and waste of natural resources; reuse, recycle and purchase recycled content products; reduce reliance on non-renewable resources.

Analysis Prompts

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- Is this proposal affected by any current policy, procedure or action plan? Has advice been sought from organizations that have a high level of expertise, or may be significantly affected by this proposal?

1. Environmental Impact

- Does this proposal affect ecosystem functions or processes related to land, water, air, or plant or animal communities?
- Will this proposal generate data or knowledge related to the use of resources?
- Will this proposal promote or support education in prevention of pollution, and effective practices for reducing, reusing, and recycling of natural resources?
- Does this proposal require or promote the continuous

Analysis/Discussion

The proposal to change the code does not have a direct environmental impact.

<p>improvement of the environmental performance of the City organization or community?</p> <ul style="list-style-type: none"> • Will this proposal affect the visual/landscape or aesthetic elements of the community? 	
<p>2. Climate Change</p> <ul style="list-style-type: none"> • Does this proposal directly generate or require the generation of greenhouse gases (such as through electricity consumption or transportation)? • How does this proposal align with the carbon reduction goals for 2020 goal adopted by the City Council? • Will this proposal, or ongoing operations result in an increase or decrease in greenhouse gas emissions? • How does this proposal affect the community's efforts to reduce greenhouse gas emissions or otherwise mitigate adverse climate change activities? 	<p>The proposal to change the code does not have a direct link to climate change. But if approved, the implementation of innovative parking treatments to support bicycling may provide a benefit in the future.</p>
<p>3. Protect, Preserve, Restore</p> <ul style="list-style-type: none"> • Does this proposal result in the development or modification of land resources or ecosystem functions? • Does this proposal align itself with policies and procedures related to the preservation or restoration of natural habitat, greenways, protected wetlands, migratory pathways, or the urban growth boundary • How does this proposal serve to protect, preserve, or restore important ecological functions or processes? 	<p>The proposal does not directly affect ecosystem functions.</p>
<p>4. Pollution Prevention</p> <ul style="list-style-type: none"> • Does this proposal generate, or cause to be generated, waste products that can contaminate the environment? • Does this proposal require or promote pollution prevention through choice of materials, chemicals, operational practices and/or engineering controls? • Does this proposal require or promote prevention of pollution from toxic substances or other pollutants regulated by the state or federal government? • Will this proposal create significant amounts of waste or pollution? 	<p>The proposal to change the code does not directly address pollution. If approved, the implementation of these parking treatments may encourage bicycling and result in pollution prevention.</p>
<p>5. Rethink, Replace, Reduce, Reuse, Recirculate/Recycle</p>	

- Does this proposal prioritize the rethinking of the materials or goods needed, reduction of resource or materials use, reuse of current natural resources or materials or energy products, or result in byproducts that are recyclable or can be re-circulated?

No.

6. Emphasize Local

- Does this proposal emphasize use of local materials, vendors, and or services to reduce resources and environmental impact of producing and transporting proposed goods and materials?
- Will the proposal cause adverse environmental effects somewhere other than the place where the action will take place?

No.

Environmental Health Summary

Key issues:

The proposal to change the code does not directly address environmental health issues. If approved, the implementation of various parking configurations may support increased bicycling and result in an environmental health benefit in the future.

Potential mitigation strategies:

None needed.

Overall, the effect of this proposal on environmental health would be:
Please reach a consensus or take a group average on the rating, enter an "x" in one of the following boxes and indicate the overall rating.

	+3	+2	+1	0	-1	-2	-3
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Rating represents group consensus			X	X			
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Economic Health

Described: Support of healthy local economy with new jobs, businesses, and economic opportunities; focus on development of a diverse economy, enhanced sustainable practices for existing businesses, green and clean technology jobs, creation or retention of family waged jobs.

Goal/Outcome: A stable, diverse and equitable economy; support of business development opportunities.

Analysis Prompts

<ul style="list-style-type: none"> • <i>The prompts below are examples of the issues that need to be addressed. They are not a checklist. Not all prompts and issues will be relevant for any one project. Issues not covered by these prompts may be very pertinent to a proposal - please include them in the analysis</i> • <i>Is this proposal affected by any current policy, procedure or action plan? Has advice been sought from organizations that have a high level of expertise, or may be significantly affected by this proposal?</i> 	
<p>1. Infrastructure and Government</p> <ul style="list-style-type: none"> • How will this proposal benefit the local economy? • If this proposal is an investment in infrastructure is it designed and will it be managed to optimize the use of resources including operating in a fossil fuel constrained society? • Can the proposal be funded partially or fully by grants, user fees or charges, staged development, or partnering with another agency? • How will the proposal impact business growth or operations (ability to complete desired project or remain in operation), such as access to needed permits, infrastructure and capital? 	<p>Analysis/Discussion</p> <p>There is no specific cost or economic impact associated with the changing of the code.</p> <p>If approved, the implementation of different parking options would be funded on a case by case basis with projects, potentially by grants.</p> <p>The implementation of different types of parking configurations is considered by some to support a green economy while others may be concerned about changes to parking.</p>
<p>2. Employment and Training</p> <ul style="list-style-type: none"> • What are the impacts of this proposal on job creation within Larimer County? • Are apprenticeships, volunteer or intern opportunities available? • How will this proposal enhance the skills of the local workforce? 	<p>Not applicable.</p>
<p>3. Diversified and Innovative Economy</p> <ul style="list-style-type: none"> • How does this proposal support innovative or entrepreneurial activity? • Will “clean technology” or “green” jobs be created in this proposal? • How will the proposal impact start-up or existing businesses or development projects? 	<p>The changing of the code is not anticipated to impact a diversified economy. The implementation of different types of parking configurations is considered to be innovative.</p>
<p>4. Support or Develop Sustainable Businesses</p> <ul style="list-style-type: none"> • What percentage of this proposal budget relies on local services or products? Identify purchases from Larimer County and the State of Colorado. • Will this proposal enhance the tools available to businesses to incorporate more sustainable practices in operations and products? 	<p>Not applicable.</p>

- Are there opportunities to profile sustainable and socially responsible leadership of local businesses or educate businesses on triple bottom line practices?

5. Relevance to Local Economic Development Strategy None known at this time.

Economic Prosperity Summary

Key issues:
 The proposal to change the code does not directly address economic prosperity.

If approved, the implementation of different parking configuration is considered innovative and could support additional cycling and therefore the green economy. However, some businesses may be concerned about any changes to parking.

Potential mitigation strategies:
 None needed.

Overall, the effect of this proposal on economic prosperity will be: <i>Please reach a consensus or take a group average on the rating, enter an "x" in one of the following boxes and indicate the overall rating.</i>	+3	+2	+1	0	-1	-2	-3			
	Very positive	Moderately positive	Slightly positive	Not relevant or neutral	Slightly negative	Moderately negative, impact likely	Very negative, impact expected			
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Rating represents group consensus</td> <td style="text-align: center;">X</td> </tr> <tr> <td>Rating represents group average</td> <td></td> </tr> </table>	Rating represents group consensus	X	Rating represents group average				X		
Rating represents group consensus	X									
Rating represents group average										

ORDINANCE NO. 103, 2015
OF THE COUNCIL OF THE CITY OF FORT COLLINS
AMENDING SECTION 1410.1 OF THE FORT COLLINS
TRAFFIC CODE REGARDING LOW-SPEED ELECTRIC VEHICLES

WHEREAS, on February 18, 2003, by Ordinance No. 016, 2003, the City Council adopted the Fort Collins Traffic Code (the "Traffic Code"); and

WHEREAS, City staff have been studying the advisability of recommending that low-speed electric vehicles be permitted on certain City streets when public safety is not substantially impaired; and

WHEREAS, state law permits the operation of low-speed electric vehicles on certain state roadways and authorizes cities to regulate the operation of such vehicles on local streets, providing such regulation is consistent with state law; and

WHEREAS, City staff recommends that the Fort Collins Traffic Code be amended to permit the operation of low-speed electric vehicles on certain City streets consistent with state law.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS that Section 1410.1 of the Fort Collins Traffic Code is hereby amended to read as follows:

1410.1. Low-speed electric vehicles.

- (1) ~~Except as provided in Section 42-4-111(1)(aa), C.R.S., no person shall operate a low-speed electric vehicle on a highway.~~ Every person driving a low-speed electric vehicle on a street where such operation is permitted shall be granted all of the rights and shall be subject to all of the duties and penalties applicable to the driver of a motor vehicle as set forth in this Traffic Code.
- (2) No person shall drive a low-speed electric vehicle on a street unless:
 - (a) the street has a speed limit equal to or less than thirty-five miles per hour, except that it may be operated to directly cross a street that has a speed limit greater than thirty-five miles per hour at an at-grade crossing to continue traveling along a street with a speed limit equal to or less than thirty-five miles per hour;
 - (b) the low-speed electric vehicle conforms to applicable federal manufacturing equipment standards;

(c) the low-speed electric vehicle is equipped with that equipment required for such a motor vehicle by Title 42, Article 4, Part 2, C.R.S.; and

(d) the low-speed electric vehicle is registered and licensed as required by this Traffic Code or the State of Colorado.

(3) No person shall operate drive a low-speed electric vehicle on a limited access highway.

(4) No person shall drive a low-speed electric vehicle on a sidewalk, trail, or public walkway unless otherwise authorized by this Traffic Code or the City Code.

Introduced, considered favorably on first reading, and ordered published this 18th day of August, A.D. 2015, and to be presented for final passage on the 1st day of September, A.D. 2015.

Mayor

ATTEST:

City Clerk

Passed and adopted on final reading on the 1st day of September, A.D. 2015.

Mayor

ATTEST:

City Clerk

ORDINANCE NO. 104, 2015
OF THE COUNCIL OF THE CITY OF FORT COLLINS
AMENDING SECTIONS 1205 AND 1205.5 OF THE FORT COLLINS
TRAFFIC CODE REGARDING PARKING RESTRICTIONS

WHEREAS, on February 18, 2003, by Ordinance No. 016, 2003, the City Council adopted the Fort Collins Traffic Code (the “Traffic Code”); and

WHEREAS, amending the Traffic Code to permit parking-protected bicycle lanes between the street curb and parked vehicles and back-in angle parking in designated areas will enhance the safety of bicyclists as they use the City’s roadways; and

WHEREAS, the City Council has determined that the Traffic Code amendments set forth in this Ordinance are in the best interest of the City and are necessary for the health, safety and welfare of its citizens.

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

Section 1. That Section 1205 of the Fort Collins Traffic Code is hereby amended to read as follows:

1205. Parking at curb or edge of roadway.

- (1) Except as otherwise provided in **Subsection (3) of** this Section, every vehicle stopped or parked upon a two-way roadway shall be so stopped or parked with the right-hand wheels parallel to and within twelve (12) inches of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder.
- (2) Except as otherwise provided **in Subsection (3) of this Section** ~~by local ordinance~~, every vehicle stopped or parked upon a one-way roadway shall be so stopped or parked parallel to the curb or edge of the roadway in the direction of authorized traffic movement, with its right-hand wheels within twelve (12) inches of the right-hand curb or as close as practicable to the right edge of the right-hand shoulder, or with its left-hand wheels within twelve (12) inches of the left-hand curb or as close as practicable to the left edge of the left-hand shoulder.
- (3) **When official traffic control devices delineate parking spaces located away from the curb or edge of roadway, every parked vehicle shall be parked or stopped fully within the indicated spaces so as not to interfere with the free movement of vehicular traffic or street maintenance.**

Section 2. That Section 1205.5 of the Fort Collins Traffic Code is hereby amended to read as follows:

1205.5. Obedience to angle parking sign or markings.

(1) On those streets which the City Traffic Engineer has approved and has signed or marked for front-in angle parking, no person shall stop, stand or park a vehicle other than at the angle to the curb or edge of the roadway indicated by such signs or markings, and within lined markings, with the vehicle's appropriate front tire within twelve (12) inches of adjacent to the correspondent curb or edge of the roadway except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or other emergency services personnel.

(2) On those streets which the City Traffic Engineer has approved and has signed or marked for back-in angle parking, no person shall stop, stand or park a vehicle other than at the angle to the curb or edge of the roadway indicated by such signs or markings, and within lined markings, with the vehicle's appropriate rear tire within twelve (12) inches of the correspondent curb or edge of the roadway except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or other emergency services personnel.

Introduced, considered favorably on first reading, and ordered published this 18th day of August, A.D. 2015, and to be presented for final passage on the 1st day of September, A.D. 2015.

Mayor

ATTEST:

City Clerk

Passed and adopted on final reading on the 1st day of September, A.D. 2015.

Mayor

ATTEST:

City Clerk