

## 8.0 ACTION ITEMS

Several action items have been identified during the development of the *Fort Collins Transportation Master Plan 2004*. These items include collaboration type efforts between City departments, actions that Council may need to resolve, and new work elements that the City should consider as future work activities. These are items that fall outside the scope of a Transportation Master Plan (TMP). Additional discussion on each item is included in the specific chapter where they were introduced. Table 8.1 summarizes these action items.

**Table 8.1  
Action Items**

No.	Action Item	Chapter/Topic Area	Description
1	Review of Adequate Public Facilities Issues	Chapter 2/ Policy	A multidisciplinary team from various City departments should be convened to discuss APF issues. The team should include membership from all departments that provide infrastructure in the City. Close coordination with City Council will be necessary to provide direction on how APF issues will be considered in the future.
2	Review use of Vehicle Miles Traveled (VMT) as a <i>City Plan</i> trigger	Chapter 2/ Policy	As part of the next phase of the <i>City Plan</i> update, the City should review whether VMT should continue to be used as a trigger for a special action to take place. While VMT is a good measure for transportation system performance, the way that it is currently being measured is not a realistic goal. Nationally, most of the communities that have tried to maintain a policy to match VMT growth rates to population growth rates have failed. One idea would be to relate VMT growth trends to see if they are reducing overall on a percentage basis from year to year. For example, if VMT growth in 2004 is 3.0 percent and then 2.8 percent in 2005, then the trend is heading in the right direction.
3	Establish maximum street and intersection geometrics	Chapter 2/ Policy	City transportation staff should consider developing design standards that define the maximum geometry for arterial intersections and the maximum number of lanes that will be allowed on all arterials. These standards should state that six-lane arterials are the largest street facility that would be constructed in Fort Collins. Also, in relation to intersections, a dual left turn-lane and dedicated right turn lane should be the maximum of auxiliary lanes at intersections between arterials.

No.	Action Item	Chapter/Topic Area	Description
4	Develop design guidelines for constrained areas.	Chapter 2/ Policy	City transportation staff should consider developing design guidelines that could be used to decrease the width of the street cross-section adjacent to areas that have environmental or physical constraints. The guidelines could include some design flexibility in areas like median width, shoulder width, need for continuous left-turn lanes, or lane widths. These guidelines need to provide safe ideas for reducing the typical-section while maintaining the need to accommodate all modes and facilitate the movement of goods and services.
5	Communicate standard protocol for assessing whether roundabouts should be considered as viable solution at a specific intersection	Chapter 2/ Policy	The protocol that the City's Traffic Engineering department has developed for a quick assessment of the merits of considering roundabouts in lieu of traffic signals should be presented and adopted as a new policy within the City.
6	Develop a transportation performance measurement system	Chapter 2/ Policy	As part of a future work effort, City transportation staff should research and develop a measurement system to track the performance of the transportation system in Fort Collins. Data collection efforts to support the system should also be identified. This work element would consist of a research project that combines approaches from throughout Colorado and the US in terms of measuring performance of the overall transportation system rather than each mode separately.
7	Develop a design manual for integrating land use, urban and design	Chapter 2/ Policy	As part of the next phase of the <i>City Plan</i> update, the City should develop an urban design criteria manual for transit corridors and identify how transit will be integrated with the surrounding land uses. In the cases of ETCs, a portion of the design and land use decisions will be developed as part of the specific Master Plan for each ETC.
8	Re-evaluate Street Oversizing Program to fund grade-separated crossings	Chapter 5/ Rail Crossings	The structure of the Street Oversizing Fee should be revisited to account for and include grade-separations for pedestrians, bicycles, and the railroads.
9	Develop Corridor Master Plans for all remaining Enhanced Travel Corridors	Chapter 5/ Enhanced Travel Corridors	As part of the development of Enhanced Travel Corridors (ETCs), the City should move forward with developing corridor master plans and design for the three additional ETCs including Harmony Road, North College/Conifer, and Timberline Road/Power Trail Corridors. These Master Plans would define the corridor, technologies, and access points for the transit system, the location of the bicycle and pedestrian facilities, updated cost estimates, and operating plans.

No.	Action Item	Chapter/Topic Area	Description
10	Update the Bicycle Plan and Pedestrian Plan	Chapter 5/ Bicycle and Pedestrian Update	One focus of the TMP was to define what aspects of previous planning efforts have been accomplished and identify those that need a more detailed update. While many aspects of the Bicycle and Pedestrian Plans have been implemented, there is a need to update both plans. Updates need to include revisiting the LOS standards for each mode, reconfirming what projects have been constructed, determining if any new facilities are necessary, and revising the goals and action items for each plan.
11	Create a framework to develop interdisciplinary teams to review projects	Chapter 6/ Environment	The City should consider developing a framework where interdisciplinary teams would be formed to evaluate projects from a variety of perspectives. Team members should include transportation planning, engineering, advance planning, traffic engineering, environmental, and others depending upon the scale and aspects of the project. A protocol should be established as to what types of projects require a multidisciplinary team, and who determines membership on the team.
12	Review current design processes for consistency with Context Sensitive Solution principles	Chapter 6/ Environment	The City should consider having each department review their operating protocols to see how effectively they are integrating Context Sensitive Solution principles into their process and develop a course of action if change is necessary.
13	Evaluate potential funding sources for transportation capital	Chapter 7/ Implementation	In addition to current practices, the City should conduct comprehensive research to identify and secure a dedicated funding source for transportation capital projects. Numerous funding sources were identified in Chapter 7. Analyzing that information in more detail along with financial planners may determine those funding sources that could be pursued to find a dedicated funding source.
14	Refine prioritization process for developing capital improvement plans	Chapter 7/ Implementation	City staff should refine the process developed for prioritizing capital improvement projects with a goal of making it more multi-modal and to make sure it is consistent with current industry approaches. If a transportation performance measurement system is developed, it should be structured to use in developing project priorities. Also, a protocol needs to be established to update the GIS database once transportation projects are constructed or new projects are identified.

These action items reflect that ideas and concepts that were developed throughout the development of the TMP. Ideas for action items came from a variety of sources including City Council, Transportation Board, Transportation Services Area management and staff, Air Quality Advisory Board, Natural Resource Advisory Board, and others. City staff should develop a priority list for these action items and begin including them in current and future work elements.