



## Extended Focus Groups – Phase 2 Summary of Input

7/15/10

### Overview

A series of Extended Focus Groups were held on July 7, 8, and 12 to discuss the policy choices and proposed policy directions presented at the June 29 and 30 Plan Fort Collins community workshop topic sessions in further detail. The Extended Focus Groups collected targeted/focused input from more than 54 participants on a range of identified theme-based topics. Topics included:

- Land Use and Transportation
- Economic Health
- Environmental Resources
- Poudre River
- Sustainability

Comments collected on comment cards during the Extended Focus Groups were added to the comment card responses received at the June 29 and 30 Community Workshop. Additionally, detailed notes taken by the focus group facilitators were prepared and begin on page 3. A general summary of “big themes” and overarching ideas by Focus Group session is provided below.

### Summary of “Big Themes”

The following “big themes” represent the recurring ideas and key topics that were discussed at each of the Extended Focus Group meetings. These “big themes” are for summary purposes only, and the detailed notes beginning on page 3 represent the range of feedback and ideas discussed during the Focus Groups.

#### Land Use and Transportation – July 7, 2010

- Need more flexibility for context-sensitive land use and transportation solutions.
- Funding uncertainties stress the need to explore new funding options in addition to possible cuts.
- Support for focusing on/coordinating transportation improvements along the “spine” and along enhanced travel corridors to connect activity centers.

#### Economic Health – July 7, 2010

- Need a strong Economic Health strategy.
- Continue coordination with community partners (e.g., DDA, RMI2, CSU, public/private, etc.).

- Role of quality of life in attracting primary employers.

#### **Environmental Resources – July 8, 2010**

- Costs of implementation must be considered in policy choices.
- Focus on voluntary measures, conservation, and education for energy and air quality before other avenues are pursued.
- Need to consider life-cycle costs of stormwater strategies.
- Need a better understanding of how well existing stormwater techniques are working.

#### **Poudre River – July 8, 2010**

- Need for a clearer understanding of existing protections and regulations currently in place and City's role in managing instream flows.
- Seek a more natural river in most areas.
- Identify the few locations along the river where development may occur and address them separately.

#### **Sustainability – July 12, 2010**

- Need for a long-term, all-encompassing, and measurable definition of sustainability.
- Term "human" is more appropriate than "social" in Triple Bottom Line.
- Need to clarify how the Triple Bottom Line is used to evaluate decisions and be monitored over time.
- Indicators need to be readily accessible, measurable, understandable, relevant, and transparent.

## Land Use and Transportation - July 7, 2010

Participants: 10

### Big themes of this focus group:

- Need more flexibility for context-sensitive land use and transportation solutions.
- Funding uncertainties stress the need to explore new funding options in addition to possible cuts.
- Support for focusing on/coordinating transportation improvements along the “spine” and along enhanced travel corridors to connect activity centers.

### Notetaker #1:

- Provide room for affordable housing.
- Enhancement of local revenue, need to focus local.
- Reconnection with reality.
- 90% cars have a driver with no passenger. Good land and cyclists accommodated.
- Moderate approach is appropriate.
- Deficit in maintaining infrastructure.
- If no growing out, then grow up.
- More transit = higher density options. Transitions can be mitigated.
- Protector = management to code, plan.
- Buses – grid system and buses.
- Traffic lights – synchronization (now dysfunctional).
- Parking – bike racks in spaces, extended red areas.
- Street configurations – Pedestrian bulbs with roundabout not good.
- Vine & Taft good configuration.
- Westbound Prospect and College Left lane with medians-tear out and get rid of all double left turn lanes.
- Local circulator – hop service-circle around University and Old Town.
- City & PVH transportation? Heart Center & Harmony Center.
- Gateway – sandstone entry (similar to Lyons) with welcoming signage.
- Funding – 1% construction set aside – put toward Gateway Enhancement.
- Process – need a public meeting at Harmony Library.
- Midtown – emphasize.
- Explore district formation.
- Link: Activity Center – start with wider lane and see if it meets the need.
- Activity Centers need transportation, existing ones need redevelopment, housing to support.
- Let development pay the way.
- Locals don't spend much time at a gateway, so don't spend much money on it.
- Need to build in flexibility in new policy.
- Different standards based on area to address issues in each location.
- Flexibility in infill Roads – currently one set of design standards. Need a better fit for different parts of town.
- Need to put incentives in right places.
- Need the ability to negotiate for what works best and to find a balance.
- Pedestrian and bikes – look at irrigation canals – a possible way to improve connectivity.

- Big focus on north/south, but missing east/west picture.
- Need to provide ease to get Downtown.
- Transportation to airport is essential (transportation time).
- Prospect connect all campuses. Possible candidate for improving.
- Way to slope traffic to allow people to get along and to provide high density. Design of streets support ways to reach bus stops.
- Building flexibility into system is one-step.
- Other steps include buses, grid system, parking, signal, street configurations.
- Need pedestrian infrastructure support youngest and oldest.
- Discussion about severance tax, restore income tax, national tax, cutoff for SS payments.

### **Notetaker #2:**

- Small sample sizes.
- I agree we need new, more reliable funding. "We get what we pay for".
- I agree and like a combination of spine and activity center emphasis. Focus on Mason Corridor, CSU, Midtown. Support affordable housing/higher density and night protection.
- "Rehabilitation" better than "redevelopment" to address affordable housing and support green transportation.
- A % agree with results, but need balance of both additional funding and cuts. Need local money, dramatic changes needed to enhance local money... re-connect with constitutional "people are top" idea.
- Senior bus pass user, transit service is good, more people should use it. Keep up good work.
- Moderate approach appropriate. Major changes in transportation for demographics, persistently underfunded.
- Generally support additional revenue options for transportation. Need to invest in maintenance.
- Key pad polling - need to revisit building heights. Visual images were misleading – was it car or building height?
- Should have viewed all choices of images first, then vote.
- What is the anticipated growth in population and the impact on fixed growth boundaries? Height depends on context and needs.
- Agree with results; building heights have an impact on adjacent neighborhoods.
- Do visual preference survey about multi-story impacts and neighborhood protection. It can have positive and negative impacts within and around higher density.
- A good example of transportation and land use is connections.
- Protection should mean management of plans and land use transportation, but not allow "no build" scenarios like the Steele's site downtown.
- Example of Mountain Vista site area plan and transportation impacts on County Club Road – need to plan for impacts and alternate routes. We need plan areas that can accommodate additional density from a transportation system standpoint.
- We need more buses with a good system and better frequencies, traffic lights should be better synchronized, and I do not like restricted left turns on College. Pedestrian bulbs are a disaster; tear out medians downtown. We have had poor planning in the past and need better in future. Downtown parking – I do not like parking garages; do not like red curbs on Jefferson and do not like downtown bike racks.
- Whether or not to do sales tax; City should work with retail centers, CSU, hotels to do hop, shop, dump in Boulder. College and PVH improve transit between PVH, Harmony Campus, and Medical Center of Rockies.

- Gateway – like Lyons, big “Welcome” to Fort Collins that acknowledges the entrance to Fort Collins.
- Find gateways with 1% funds from underground models. Shift money to gateway projects since they are important for image.
- Public input meetings are needed on the south side of town.
- Support Midtown. Support district identifiers.
- Should tie together spine/activity center. Harmony, CSU, housing, retail and transportation improvements needed together. Start with existing activity centers – CSU Campus West.
- Gateways – do design charrette to get ideas and then as development occurs do it.
- Need more explanation of “Enhanced Travel Corridors” (ETC) definition. Possibly Campus West/West Elizabeth.
- I like the idea of concentrating resources on ETCs.
- Need more flexibility for case-by-case development. Need more context sensitive design for Land Use and Transportation. Different standards for different places.
- Need more flexible standards to negotiate.
- Put “incentives in right place” to get what we need – design flexibility.
- Council policy to set flexibility.
- “Transportation zoning”
- History of Land Development Guidance System equaled flexibility; City Plan equals predictability.
- Need balance of flexibility and predictability.
- Pedestrian and bike – look at irrigation canals for trails. Find examples of short cuts and improve connections.
- Like the Harmony/I-25 Interchange; Roundabout and traffic signals.
- Missing piece about east/west connections, in/out of Fort Collins. Travel time to airport important. Example: 30 minute radius to College, transport/drive time 1 hour radius to DIA.
- Prospect could be a candidate for ETC. Connect all 4 CSU campuses and I-25.
- Reshape streets to support pedestrians and mixed use. Reduce speeds through design.
- Parking - we’re ignoring basics.
- Intersection focus = ex. Drake at Lemay.
- In activity centers we need pedestrian improvements for kids and seniors to calm traffic.
- We need to identify what is needed and where.
- Destination arterials vs. “connecting through arterials”.
- Think about national, state and local funding.

### **Notetaker #3**

- Why “bell ” for transportation choices?
- Getting down to brass tacks-cutting elsewhere.
- How is this related to resourcing our future?
- What is “Building on Basics (BOB)” initiative?
- Results = how valid are 20 results (1 community livability)?
- Results reflect what I’m interested in – seems like we need investments. Sales tax is too volatile.
- Need to look how we’ll move forward; funding. Spine and activity center emphasis can work together.
- CSU/Mason Corridor it tied together. Big population that needs focus. Infill sites can accommodate high density housing. Neighborhood protection needed as well. Rehabilitation, affordable housing – can be stand-alone single-family housing in mountain area.
- Support percentages – possibly cut more costs. Balance continued cuts and supplement with additional funding.

- Not only local funding; state/federal level issues...
- I use busses. Most cars have no passengers. I like how Fort Collins accommodates walkers, bikers. Keep up good work. Transportation is good right now.
- Moderate approach is appropriate. Technology is changing. Can't invest too much in one area, but need moderate investment level.
- Building heights – details, like initial response.
- Heights – Oval Flats example. Beyond 4 stories may be excessive.
- Buy-in on density is the hardest part. Visual Preference Survey is a good tool to bring to neighborhoods. Do the work up front.
- Idea of tying transportation and land use together = higher densities. Transitions become important.
- Protection means managing according to plan.
- How is it going to shift...need good planning.
- Traffic lights need to be synchronized.
- Buses need to get bus grid system.
- Reshape streets – can't turn left = tear out medians
  - Roundabouts and pedestrian bulbs (? Problem)
  - Prospect east of College. Left turn lane is too short.
  - Get rid of double left turns.
- Downtown parking structures = they take away spaces
  - No parking areas (are problem)
- This city system is great (in response to above).
- Hope city will work with retail people to initiate system like Boulder's "HOP" system (transit).
- Transportation between PVH, Heart Center, Harmony needed to help disabled people.
- Gateways (Lyons example): Greeting on entry, welcoming sign.
- Ways for Gateways funding = 1% funding for art. Where do you place art already. Important issue, not wasted money, improves image.
- Meetings at south end of town good idea.
- Emphasize midtown. Can we have separate district opportunities?
- Way to link emphasis/art centers, transportation and building density.
- Student population – accommodate housing, transportation. Tie these concepts together.
- Gateways – envision and plan them. Come up with a concept and implement through development.
- Gateways as a focus area not the best cost benefit.
- Build in flexibility into land use and transportation depending on where it's at. Can address issues specific to those areas.
- Standards apply to Greenfield, not infill. What does terminology look like that could provide the flexibility?
- Agree with lot that is stated. Put incentives in the right place to allow people to do the right thing.
- LDGS was our "flexible" system. Tried to get predictability.
- Need balance with flexibility.
- Meeting with neighbors initially – sensitivity to neighbor needs.
- Look at irrigation canals for transportation.
- Harmony entrance is beautiful, roundabout works fine, so do signals on College Ave.
- East/west connections are missing piece (for travel). Travel time to airports matter (DIA).
- Prospect connects all CSU campuses.
- Reshaping streets – 40 MPH not conducive to mixed uses. Can we do something in reshaping to accomplish goals. Long, straight streets.
- Some intersections need improvements
- Activity Centers – favor infrastructure that helps the oldest and youngest.

## Economic Health - July 7, 2010

Participants: 9

### Big themes of this focus group:

- Need a strong Economic Health strategy.
- Continue coordination with community partners (e.g., DDA, RMI2, CSU, public/private, etc.).
- Role of quality of life in attracting primary employers.

### General discussion:

- City should have a strong Economic Health Strategy
  - Careful use of TIF
  - Not monolithic retail culture
- Downtown Parking District
  - More cooperative parking
  - Los Altos, CA example
  - Run by Businesses
- Shoppers Bus Service
  - Could serve hotels and others
  - The “HOP” in Boulder example
  - Minimum Parking
  - Policy - do not use proactive
  - Sales taxes on Internet purchases
- Folk Art Museum as an attraction
- Community Marketplace
  - BRAHSCAVA
- How does the City treat people?
- Large employers raises a red flag (remove the word)
- Capture the staff coming out of CSU
  - Focus on target industry
- RMI2 was a good move
  - Transition from program to other real estate
- DDA – actively support work to help create new merriment
  - Create the next 20 year increment of development
- The Forgotten Corridor:
  - Oxbow, Link-n-Greens, River District (need public/private partnerships)
  - City could purchase a piece of ground to provide parking
- Support Engines and Energy Conversions Lab expansion
- An area to watch = funding for Higher Education
- Mason Corridor MAX will provide transportation to much of the community
- Jobs – employers of the future can work anywhere, therefore we need emphasize quality of life
- Do we need to focus on quality of life amenities?
  - Philosophy – provide amenities and then companies will want to come
- Add a competitive analysis to the action items
  - Primary Employment
  - Need more definitions

## Environmental Resources - July 8, 2010

Participants: 16

### Big themes of this focus group:

- Costs of implementation must be considered policy choices.
- Focus on voluntary measures, conservation, and education for energy and air quality before other avenues are pursued.
- Need to consider life-cycle costs of stormwater strategies.
- Need a better understanding of how well existing stormwater techniques are working.

### General Discussion

The group discussed the following policy choices:

#### ENERGY

#### **ENV1-A: PURSUE NET ENERGY USE REDUCTION and ENV2-A: MODERNIZE THE ELECTRIC GRID**

- How do you balance reduced transportation energy use that occurs from electric vehicles with increased grid energy use?
- Consider peak time use issues when electric vehicles are charging.
- Not likely to see rapid increase of electric vehicles but need to model/predict the future impacts of these vehicles to the grid (same as with residential Photovoltaic).
- Questions about wording of Energy policy statement – should it be “Reduce Energy Use” or “Increase Energy Efficiency”? These are 2 different issues.
- Can we poll the public to evaluate their preference for where City investments are made; invest in electric vehicle charging stations or more energy efficiency?
- Do electric vehicles really reduce greenhouse gas emissions? This is a function of the source of electricity (coal, hydro, etc.)
- When considering policy choices, it’s easy to indicate approval of a statement, but what are the costs of implementation?
- Remember, wind as renewable energy does not provide base load.
- Want to see Fort Collins’ wind program deliver actual wind, per customer expectations, not Renewable Energy Credits.
- What makes Fort Collins attractive to new businesses? Low cost power and a reliable grid.
- Energy conservation is the most effective solution.
- Discussed privacy issues from the Smart Grid.
- Would it benefit the City to join the Nebraska Power Pool (a winter peak load pool)? When Berthoud considered it, Platte River Power Authority was cost competitive with Nebraska Power Pool.

#### **ENV3-A: IMPROVE ENERGY PERFORMANCE OF EXISTING BUILDINGS**

- The USGBC/LEED has made great inroads in existing buildings without mandating changes.
- Suggestion to require some follow-up action in order to receive subsidized energy audits – there needs to be more than just education.
- Suggest only adopting things into code that the market is already embracing; then use incentives to go beyond.
- Note that many in Fort Collins have embraced green building; don’t want code changes to wash out that market.
- Projects funded with tax increment financing and other public financing should require green building.

- Want focus on education for improving existing buildings.

## AIR QUALITY

### **ENV4-A: EMPLOY PRICE MECHANISMS**

- Do any Departments of Motor Vehicles give incentives? Can you tie vehicle registration costs to mileage, fuel type, etc?
- Keep it at the education level.
- Be careful on how the City dollars are spent on incentives; need a direct connection to reduced vehicle miles traveled.
- Use zoning and mass transit as the method for reduction of vehicle miles traveled.

### **ENV5-A: INVEST IN AND PROMOTE ALTERNATIVE FUELS AND VEHICLES**

- All alternative fuels are not equally good (corn ethanol not carbon positive).
- Why do Van Pools no longer refuel at the alternative fueling station on Trilby? Why do they not use alternative fuels now?
- Can we open alt fuel stations and infrastructure to the public with alt fuel vehicles?
- City incentives for public alt fuel station opportunities.
- What about neighborhood car-sharing and sharing of other equipment?

## STORMWATER

### **ENV8-A: EXPAND OPPORTUNITIES FOR STORMWATER TREATMENT AND CONVEYANCE IN PUBLIC STREETS**

- How big a role do streets currently play in stormwater conveyance? (A small part.)
- If areas infill with higher densities, will the streets be adequate for stormwater? (Could consider “complete streets” for smaller 5-year storms plus add pipes to address larger storm events.)
- Want to see native landscaping.
- Green streets might help with traffic calming (wider streets = faster speeds).
- Is any treatment proposed for stormwater? (Infiltration ponds and new filter technologies are emerging.)
- What is the contribution from vehicles to stormwater pollution, vs. natural sand, gravel, dust, and trash?
- Use of curb and gutter.
- Consider life cycle costs of various stormwater strategies, not just first costs.
- Don’t like roll-over curbs (too easy to twist ankle).

### **ENV9-A: IMPROVE STORMWATER QUALITY AND CONVEYANCE**

### **ENV10-A: INCREASE STORMWATER PARTNERSHIPS**

- Is there a problem with stormwater practices now?
- Some small stormwater detention pools are ugly (example of ones in front of retail).
- How will consolidated stormwater detention areas unfold if some existing large land owners are planning to fully develop their properties? Could require transferable development rights (TDR) for areas of large pools. (County is using TDR on Keckter.)
- The City could do consolidated stormwater pools proactively.
- Likes the multi-use aspect of stormwater detention ponds, such a natural resource and habitat protection; recreation, etc.
- Are there more opportunities to expand conservation practices through HOA rules?

## Poudre River - July 8, 2010

Participants: 14

### Big themes of this focus group:

- Need for a clearer understanding of existing protections and regulations currently in place and City's role in managing instream flows.
- Seek a more natural river in most areas.
- Identify the few locations along the river where development may occur and address them separately.

### General Discussion

- Can changed regulations be only on the College-Mountain section to allow urbanization there but protect the other stretches in a more natural state?
- Can there be different rules in differing segments of the river?
- Can we be more specific on what would be allowed in the flood plain? Can we allow structures on the more restrictive 0.1 feet floodway if those structures are elevated & protected?
- Add a link to the questionnaires and reports in the notification/invite emails.

### Access to the River Discussion

- Need to allow integration/access to the river in the Downtown area. Keep other areas more natural.
  - Feet floodplain rise would not negatively affect development of Downtown.
- Add handicap access.
- San Antonio Riverwalk is NOT the image we should strive for in Fort Collins.
- Look for a more natural river "where we can."
- Development along the river in Downtown should allow walking directly next to the river but not thru a forest.
- Some like CAFÉ on the water – others do not.
- Find good examples of the balance between full natural state along river and the San Antonio extreme.
- Identify just the few locations the development (3-4) is even still available and just address those.
- Get rid of the Quonset huts along riverside.
- Fix up the historic building of Ranchway Feeds.
- Concept of stepped back buildings well received - "better than what we have now".
- Do something to improve the properties along the river east of Downtown.
- Should we do more/something else?
- What protections are currently in place?
- Any development along the river should improve the water quality.
- City is a leader in its treatment of the river protection through Natural Area purchases and other regulations.
- Difficult to get a view of the river unless you are on the bridge.
- Move the benches along the Poudre Trail to be oriented more to the river not the trail.
- More benches and tables at vistas, ripples, etc.
- Encourage safer canoeing along the river – add takeouts, remove "strainers". Make it safer for families.
- Find examples of safe healthy rivers in a metro setting.

### **Instream Flows Discussion**

- Can the City buy additional water in off peak months to provide instream flows? How much water would that take? How much storage would be needed to make that happen?
- What is the current base flow in the river?
- What are the advantages of instream flows during winter months?
- Do we know the natural predevelopment flow of the river?
- How much municipal use of the river is returned (more than 2/3, 1/3 or less is consumptive usage).

## Sustainability - July 12, 2010

Participants: 5

### Big themes of this focus group:

- Need for a long-term, all-encompassing, and measurable definition of sustainability.
- Term “human” is more appropriate than “social” in Triple Bottom Line.
- Need to clarify how the Triple Bottom Line is used to evaluate decisions and be monitored over time.
- Indicators need to be readily accessible, measurable, understandable, relevant, and transparent.

### Definition of Sustainability

The group discussed the following possible definitions for sustainability:

#### Option A: (Fort Collins Sustainability Action Plan, 2004)

The City of Fort Collins will act as a community leader in sustainability by conducting daily operations through balanced stewardship of human, financial and environmental resources for present and future generation. This includes:

Wise use of natural and economic resources;

- Energy, fuel and resource efficiency;
- A 20% reduction of GHG over 2005 levels by 2020;
- Waste reduction;
- Reuse and recycling;
- Changes to building and land use; and a coordinated effort to educate and encourage the broader community to follow suit.

#### Option B: (Fort Collins Sustainability Action Plan, 2004)

The City of Fort Collins will act as a community leader in sustainability by conducting daily operations through balanced stewardship of human, financial, and environmental for present and future generations.

#### Option C: (Fort Collins City Plan)

The long-term social, economic, and environmental health of a community. “A sustainable community thrives without compromising the ability of future generations to meet their needs.”

#### Option D: (Brundtland Report, 1987)

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

### Definition Discussion

- Like option C because of the long-term aspect of it. Should include long term goals.
- B is more internal, C is more external.
- Each definition falls short in some way- need some place to hang sub-priorities in these visions. Don't like C and D, it's more than just about needs, want something that talks about healthy community, not just enough to eke out an existence. Something to expand on - needs to include health, high quality of life, etc.
- Add triple bottom line analysis to the vision, mention that this will be measured by such and such indicators to make it more measurable and specific.
- What is sustainable today is not sustainable tomorrow.

- “A sustainable community thrives socially, economically, and environmentally without compromising the economic, social, and environmental health for future generations.”
- Like Option A because it brings some specificity to the definition. Can quantify. Takes away squishiness, can measure. How do you drill down to measure these?

### **Triple Bottom Line (TBL) Discussion**

- Different wording for components of TBL: Social? Community? Quality of life?
- Use human instead of social- social causes socialism leap, human is more inclusive of everyone.
- Community term is too broad, maybe we just define it, human health too specific and narrow.
- Take financial out of the graphic, use economic instead (City TBL graphic).
- TBL is a decision making and analysis process to help us with the decisions we are making, City is already using, put all dimensions on the table, does not make decisions for us.
- Would things change so all three elements have an equal standing?
- Shape may be changing, consider all of the factors to see how they tie together.
- Never going to have perfectly balanced decisions.
- What sorts of checks and balances will we have to be sustainable? Will there be an annual report card for triple bottom line? Go back and look at major projects to see how they are working.
- Everything going to Council is screened using a TBL process.
- Trying to value all of the policy choices with the triple bottom line.
- Can we use it for projects? Economic, VMT, parking, will someone look at these things a few years down the road? We see certain parts of the story, like sales tax revenue, but this doesn't tell the whole story. How do we look at things on a more refined level? Should there be a policy that departments have to do this?
- How do you measure all of the different activities? Whole bunch of different things to measure over time. Across the board processes and metrics will tell you from year to year how you're doing.
- Only way to make sense is to measure TBL broadly over time. This is how we balanced out factors over the past year.
- Ultimately up to council for how things get decided, TBL just helps present them this with information and think about all three aspects.
- Council directed staff to take social part off of the Council TBL tool- how do you tease out social ramifications of legislation, etc.? Much more difficult.
- Do need report in the end, to adjust balance for the next year. Re-balance looking back at previous year.
- Say in City Plan that projects will start with this in mind; mentions choices in high performing community, more data driven, TBL thinking.
- TBL still a hard concept for community members to get their heads around.

### **Indicators Discussion**

- Do a factor analysis on indicators and look at underlying constructs.
- What are the key factors underlying the indicators?
- Social and economic- some indicators could go either way (social or economic).
- Social indicators- have as many as possible that are inclusive, rather than exclusive (e.g., transit ridership, not everyone rides the bus). Have indicators that everyone can identify with as a citizen. As big an umbrella as possible.
- Look at percentage, and percentage you've changed to as factors for measurement.

- Sustainability in social part- the built environment, narrow streets, etc. Always so easy to fall back on environmental part of the TBL.
- High grade themes out of the indicators?
- Lifelong learning- isn't this more social?
- Social- health, safety, recreation/cultural. Welfare a better word than health? Well being? Welfare of mind, body, soul?
- Include happiness indicators? Social well being on citizen survey?
- How can we measure things in a more regional manner?
- Not sure if building permits is a good one. Too sector specific. Infill and redevelopment much more useful.
- Indicators should be readily understandable, relevant, related to goals, measurable, easy to understand.
- Include a safety indicator instead of fire and police protection?
- Include a 2 or 5 year review of indicators?
- City is already tracking many indicators, has data; have current indicators from City scorecard, Climate Action Plan, GRI, municipal, other
- Include bike ridership, bike accidents, etc.?
- Number of severe collisions - make sure to use meaningful statistics.
- Measures must also avoid disproportionate measure of skepticism. Putting data out to public, pick measures carefully. City should be transparent in its numbers.
- Use data that can be compared to other communities, per capita?
- Comparative data? Have peer communities you compare to. STARS community program.