



15-MINUTE CITY ANALYSIS

SUMMARY

DECEMBER 15, 2022

Table of Contents

INTRODUCTION.....	3
VISION AND GOALS.....	4
DAILY DESTINATIONS NETWORK ANALYSIS.....	5
METHODOLOGY.....	5
RESULTS.....	7
STRATEGIES.....	10
ALIGNMENT WITH CURRENT PLANNING EFFORTS.....	10
EQUITY FOCUS AREAS.....	11
THEMES.....	13
CORE STRATEGY LIST.....	15
SUPPORTING STRATEGY LIST.....	17
NEXT STEPS.....	20
IMPLEMENTATION.....	20
EVALUATION FRAMEWORK.....	21

INTRODUCTION

The 15-minute city concept is rooted in the idea that cities should be designed to accommodate the needs of people and enhance opportunities for human-powered transportation rather than being designed primarily for automobiles. This framework for developing communities posits that everyone should have access to the goods and services needed to thrive, and they can reach these destinations within 15 minutes by active modes of transportation including walking, biking, rolling (using a wheelchair), or micromobility options such as skateboards and scooters. The geography of a 15-minute city has diverse land uses and a well-connected transportation network of context-sensitive streets and trails. Commercial and other destinations are designed with the comfort and enjoyment of pedestrians in mind in a 15-minute city. These communities must also offer an appealing, aesthetic, high-quality, and safe walking, biking, and rolling experience that encourages people to travel using active transportation.

VISION AND GOALS

One of Fort Collins City Council's adopted 2021 – 2023 priorities is the implementation of the 15-minute city concept. To define what a 15-minute city means for Fort Collins, the project team established a vision and goals based on feedback received from the community as part of the Active Modes Plan as well as engagement with City staff and Boards and Commissions.

VISION

Fort Collins is a "15-minute city" where every resident can walk, bike, or roll within 15 minutes of their home to their daily needs and services.

GOALS

Achieving the vision of a 15-minute city in Fort Collins comprises the following goals:

- **Strengthen Underserved Communities:** Fort Collins will be a socioeconomically equitable community in which every resident in every neighborhood can access basic needs and services without an automobile.
- **Shift to Active Modes Trips:** The need for motorized transportation is minimized, advancing City climate goals, improving air quality, and reducing greenhouse gas emissions, congestion, and parking demand.
- **Enhance Resiliency in Fort Collins:** The convenient location of services accessible by multiple modes of human-powered transportation results in a reduced need to travel long distances for daily needs, saves time, and improves health, well-being, and quality of life.

DAILY DESTINATIONS NETWORK ANALYSIS

METHODOLOGY

The Daily Destinations Network Analysis (DDNA) focused on connecting residents by means of active transportation, namely walking, biking, rolling (using a wheelchair), and micromobility options such as skateboards and scooters. Although transit can be considered as a mode in a 15-minute city concept, this analysis instead considered transit service as a daily need that residents should be able to connect to since few transit trips can be completed in 15 minutes. Residents' ability to connect to transit in 15-minutes or less is important because transit can replace the need for longer automobile trips.

The 15-minute network was based on average speeds at which individuals in the United States walk, bike, and use other forms of active modes including electric transportation like scooters. Based on typical travel times provided by the National Household Travel Survey¹ and the industry standard for average electric mode speeds like scooters and e-bikes², the 15-minute network range was defined as 3 miles for those biking or using micromobility, and ¾-mile for those walking or rolling.

The DDNA relied on Level of Traffic Stress (LTS) data, which quantifies the bicycling and walking stress level of street networks down to the street block level. The LTS analysis considers the characteristics of the roadway such as the number of traffic lanes, number of crossings, traffic speed, and traffic volume. It should be noted that for this level of analysis, the data is based on public right-of-way data that is readily available.

The destination categories included:

- Bus stops
- Childcare providers
- Civic centers (include City Hall, libraries, Justice Center, and Museum)
- Community centers
- Commercial centers (retail stores)
- Employment centers
- Higher education
- High-frequency bus stops (MAX, HORN, Route 3, Route 31)*
- Grocery stores*
- K-12 schools*
- Medical (includes doctor/clinic, dentist, pharmacy, hospital, and urgent care)
- Parks and natural areas*
- Population on low-stress network
- Recreational trails*
- Social services (include food banks, donation centers, and social service organizations)

**These categories were weighted more heavily based on input from the project team, existing Fort Collins plans and policies, and results from the Active Modes Plan outreach.*

¹ <https://onlinepubs.trb.org/onlinepubs/trnews/trnews280www.pdf>

² <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7503491/>

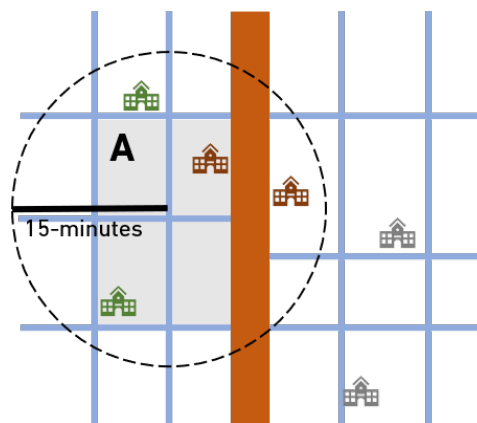
Each census block received a score out of 100 based on the number of available destinations that can be reached by using the bicycle or pedestrian low-stress networks in 15-minutes or less. The scores are stepped up by the number of accessible destinations via the low-stress network. Higher scores indicate that a greater number of available destinations are accessible. The table below describes the general conditions of the connectivity to daily destinations that each range of the aggregate scores represents.

Description of Aggregate Scoring Ranges

Score Range	Description of Access and Connectivity	
0-20	Very Poor	
20-40	Poor	
40-60	Fair	
60-80	Good	
80-100	Very Good	

For example, if a census block has four K-12 schools within a 15-minute radius, and all four are accessible within 15-minutes via the low-stress network, that census block receives a score of 100 for the “Schools” destination type. If only two of the four schools were accessible, then the score would be 50. This example is illustrated below.

Simplified Illustration of Scoring



For census block “A”, four K-12 school destinations are accessible in a 15-minute radius. **Two** of the four are on the **low-stress network**, while the remaining two require travel via the **high-stress network**.

Census block “A” scores 50 points in the K-12 school destination type.

RESULTS

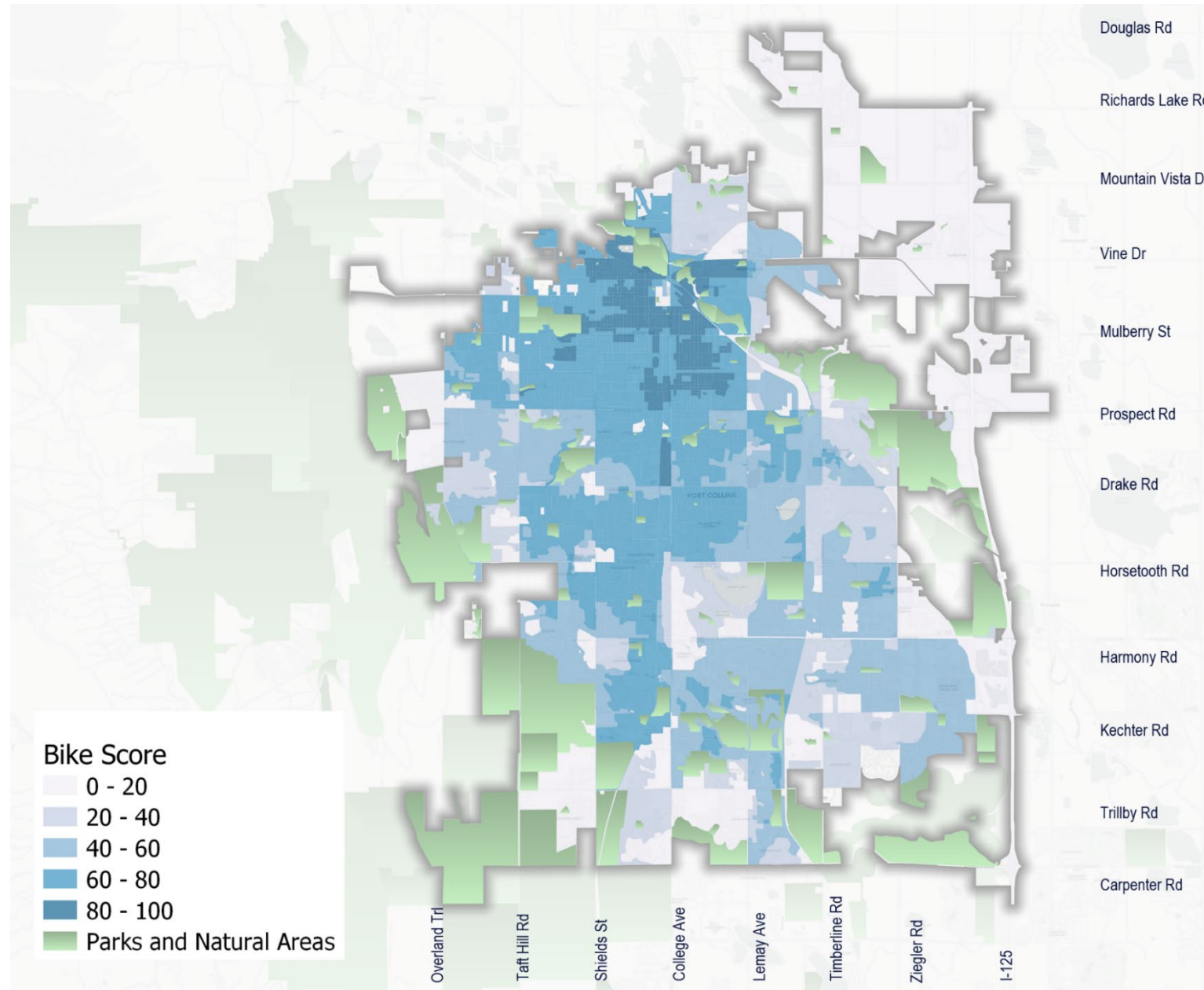
Results are influenced by both the location of daily destinations along with the availability of low-stress bicycle and pedestrian networks connecting to these destinations. The aggregate maps, below, show that the bicycle network for all daily destination types is strongest (i.e. most or all daily destinations within 15-minutes can be accessed on a low-stress network) in neighborhoods near Downtown Fort Collins. The level of bicycle access and connectivity generally decreases progressively as you get further from Downtown, with the lowest levels on the city periphery. The pedestrian network for most daily destination types has hubs of strong connectivity distributed throughout the city, except for the rural northeastern part (which does not have bicycle or pedestrian connectivity for most destination types).

It is important to keep in mind that “connectivity” to destinations refers to the availability of a **low-stress** bicycle network or the availability of a **low-stress** pedestrian network. Bicycle and pedestrian connectivity was analyzed separately and is not intended to be compared.

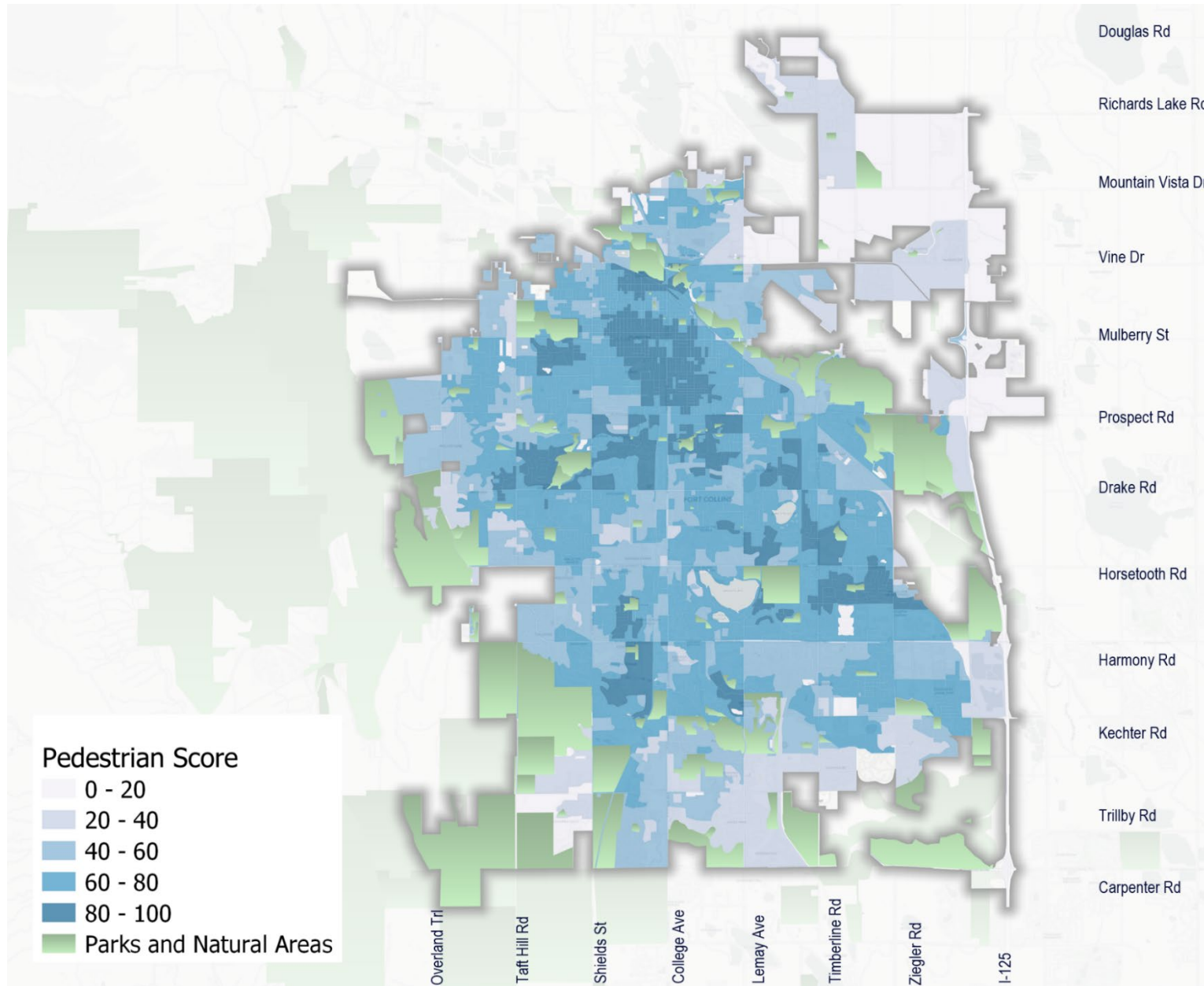
Specific takeaways from the analysis include:

- The low-stress **bicycle network** is limited in terms of connectivity and coverage but is strong in pockets.
 - Access to childcare providers, parks, and recreational trails is well-distributed with hubs of strong connectivity.
 - Connectivity to K-12 schools is strong near Downtown and in scattered pockets due to the availability of low-stress routes.
 - Connectivity to grocery stores is strong in north-central Fort Collins.
 - Connectivity to civic centers, social services, and transit is limited outside of the Downtown core.
 - Connectivity to community centers is weak.
- The low-stress **pedestrian network** is distributed throughout the City with pockets of strong connectivity.
 - Connectivity to childcare providers, parks, and recreational trails is strong and well-distributed.
 - Connectivity to K-12 schools, transit, and commercial centers is generally strong, except for the city periphery and in some central pockets.
 - Connectivity to grocery stores is not well-distributed, but strong where it exists.
- Certain types of **daily destinations** are well-distributed throughout the City, while other types are highly localized to specific parts of the City.
 - Childcare providers, parks, recreational trails, schools, and commercial centers are well-distributed across the City.
 - Employment centers, universities, civic centers and community centers are not well-distributed across the City, which is evident in the highly localized network results for both bicyclists and pedestrians.
- This level of analysis does not assess the local street network in depth. For example, the level of stress analysis for the pedestrian network does not consider the presence of detached versus attached sidewalks, shade, or Americans with Disabilities Act (ADA) features.

Aggregate Bicycling Score



Aggregate Walking Score



STRATEGIES

The results from the DDNA inform strategies the City can prioritize to make the 15-minute city a reality. Most of the strategies were sourced from recent City plans and efforts underway.

ALIGNMENT WITH CURRENT PLANNING EFFORTS

The strategies for a 15-minute city connect to many of the City’s existing plans and efforts, detailed in the list below. By coordinating efforts and implementing these plans, the City can make progress on the 15-minute city goals.

Plan or Effort	Connection to the 15-Minute City
Active Modes Plan	This plan identifies key opportunities to significantly improve and expand the City’s existing active modes networks, support facilities, policies, and programs. The Plan’s Health and Equity prioritization measure helps to strengthen underserved communities.
Pedestrian Needs Assessment	This Assessment supports a shift towards active modes by prioritizing improvements in the sidewalk network, including Americans with Disabilities Act (ADA) improvements. The Assessment’s equity prioritization measure helps strengthen underserved communities.
Paved Recreational Trails Master Plan	Expanding the trails system encourages a reduction in automobile use as well as improves access to daily destinations.
Shift Your Ride	This effort encourages residents to reduce drive alone trips in favor of more sustainable modes of transportation.
Transit Master Plan	Expanding high-frequency transit, per Plan recommendations, supports the reduction of automobile use.
Vision Zero Action Plan	Increasing the safety of active modes encourages the shift towards active modes.
Housing Strategic Plan	This Plan supports increasing housing density and affordable housing in areas supported by transit; in turn, this helps reduce automobile use and strengthens underserved communities.
City Plan	The City Plan supports all three 15-Minute City goals through increasing housing density and affordable housing in transit-rich places, encouraging mixed-use development, and supporting the active transportation network.
Land Development Code Update	This effort supports all three 15-Minute City goals by increasing affordable housing and housing capacity in transit-rich areas and encouraging mixed-use development where residents can access housing, services, and jobs in one place.
Nature in the City	This Plan improves access to daily destinations by ensuring nature is within a 10-minute walk for all residents.
Our Climate Future	This Plan supports the 15-Minute City initiative with its dedication to strategies that will decrease the City’s carbon footprint, notably the implementation of mobility hubs and efforts to create complete neighborhoods.
ReCreate: Parks & Recreation Master Plan	This Plan supports the 15-Minute City goals of reducing automobile use and improving access to daily destinations by seeking to expand the trail network and ensure access to parks within a 10-minute walk.

EQUITY FOCUS AREAS

Equity focus areas were identified to guide the City’s next steps, particularly on-the-ground analysis and outreach to understand true connectivity and destination preferences in specific communities. These areas have the highest concentrations of historically underserved communities and lowest levels of comfortable bicycle and/or pedestrian connectivity, and/or access to nearby daily destinations. The Larimer County Health Equity Index (HEI), a tool that relies on health indicator data provided by the Centers for Disease Control and Prevention and socioeconomic data from the U.S. Census, helped determine the locations.

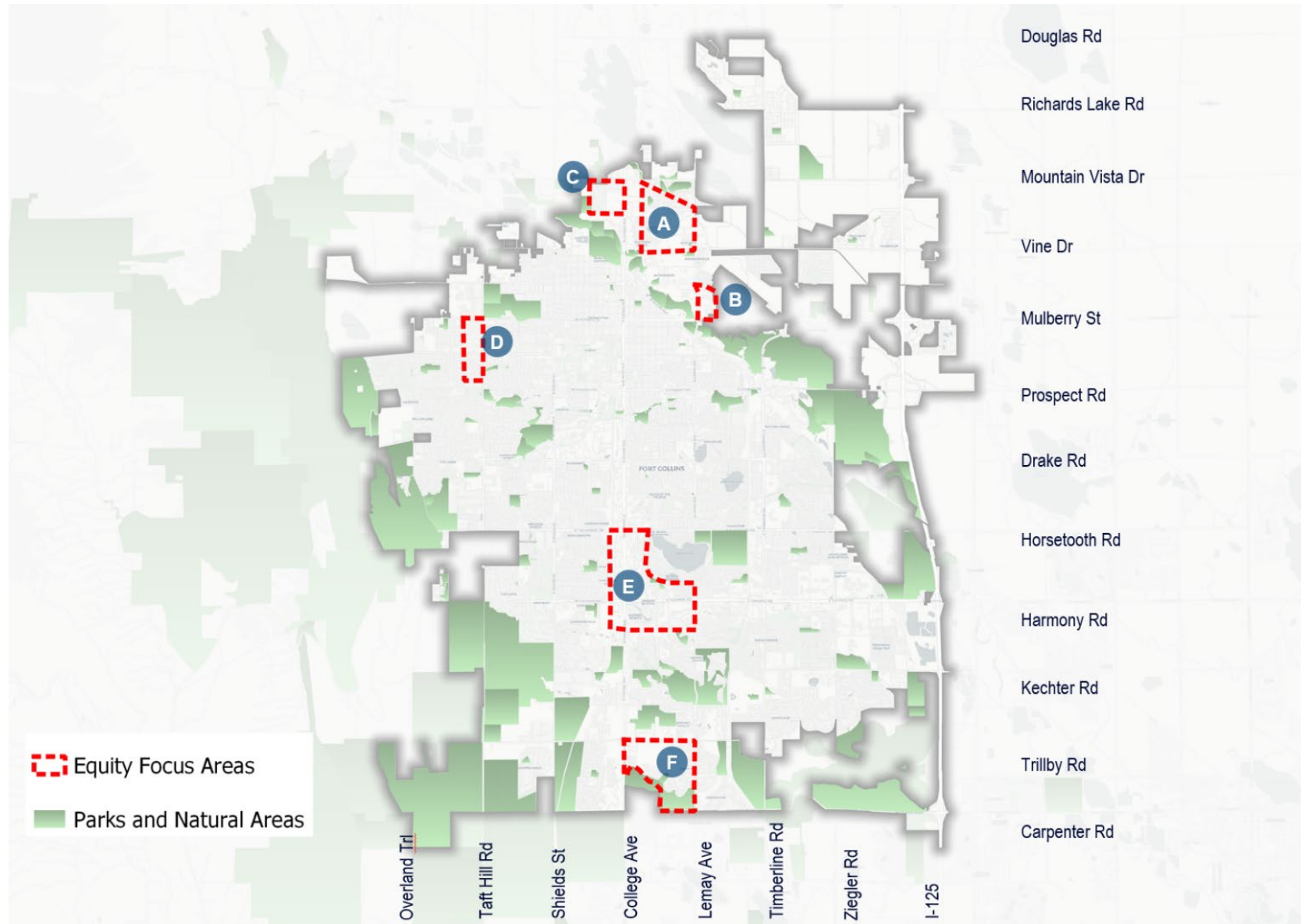
Equity focus areas were defined as places in the City where:

- (1) pedestrian and/or bicycle network connectivity is poor or very poor (DDNA score <40),
- (2) HEI is >65, and
- (3) affordable housing, senior housing, and/or mobile homes are present.

This yielded a total of six areas that are summarized in the table below and mapped in the following figure.

Area	Characteristics
A	<ul style="list-style-type: none"> ▪ Rural/exurban residential area ▪ Lacking pedestrian/bicyclist access to daily destinations ▪ Est. population: 2,500
B	<ul style="list-style-type: none"> ▪ Suburban shopping area with very limited housing ▪ Lacking bicycle infrastructure ▪ Est. population: 500
C	<ul style="list-style-type: none"> ▪ Rural, primarily mobile home area, located near commercial strip ▪ Lacking sidewalks and bicycle infrastructure ▪ Est. population: 500
D	<ul style="list-style-type: none"> ▪ Suburban area with mixed residential and commercial ▪ Lacking low-stress bicycle infrastructure ▪ Walking trip to daily destinations may exceed 15 minutes depending on where in the area one lives ▪ Est. Population 2,000
E	<ul style="list-style-type: none"> ▪ Suburban commercial center flanked by residential neighborhoods ▪ Lacking low-stress bicycle infrastructure ▪ Many daily destinations are along multi-lane, high-speed (35-45 mph) roads ▪ Est. population: 2,500
F	<ul style="list-style-type: none"> ▪ Rural area ▪ 40-55 mph roads with missing sidewalks and no bike lanes ▪ Lacking access to daily destinations ▪ Est. population: 2,200

Equity Focus Areas



Further analysis and engagement are needed to identify the specific strategies and locations at the neighborhood scale that should be implemented in each equity focus area. While the equity focus areas identify the areas with the combination of highest need and lowest levels of existing connectivity and access, implementing strategies in the equity focus areas is not the only way to ensure an equitable approach towards 15-minute city implementation. For example, there could be a mobile home community located in an area with a higher level of overall access than the equity focus areas that lacks a comfortable bicycle or pedestrian connection to a school or grocery store. Filling gaps like these could significantly improve access and quality of life for some of Fort Collins’ most marginalized community members. Additionally, public engagement might help the City identify which destination types are most important to equity focus areas and other communities in need.

THEMES

The strategies to achieve the goals of a 15-minute city are categorized into three core themes and three supporting themes. These themes and their connection to existing plans and efforts are listed in the table below.

Themes	Connection to 15-Minute City Goals	Connection to Existing City Plans and Efforts
<i>Core Themes</i>		
Increase housing capacity in areas with strong connectivity	Shift to Active Modes Trips; Strengthen Underserved Communities	Housing Strategic Plan; Land Development code Update; City Plan
Support mixed-use neighborhoods	Shift to Active Modes Trips; Enhance Resiliency in Fort Collins	Our Climate Future; Transit Master Plan; City Plan; Land Development Code Update;
Expand the active transportation network	Shift to Active Modes Trips; Strengthen Underserved Communities	Active Modes Plan Draft; Pedestrian Needs Assessment; City Plan; Paved Recreational Trail Master Plan; Vision Zero Action Plan; Our Climate Future
<i>Supporting Themes</i>		
Expand access to nature and parks	Enhance Resiliency in Fort Collins; Strengthen Underserved Communities	City Plan; Nature in the City; ReCreate: Parks and Recreation Master Plan
Expand transit services	Shift to Active Modes Trips; Strengthen Underserved Communities	Transit Master Plan; Transportation Master Plan; Our Climate Future; City Plan
Increase awareness through education and outreach	Shift to Active Modes Trips; Strengthen Underserved Communities	City Plan; Active Modes Plan Draft; Shift Your Ride Travel Options Plan; Transportation Master Plan

While all strategies are united by the overarching theme of equity, there are specific strategies to center equity to achieve a 15-minute city.

Strategy to Center Equity	Lead Agency and Partnerships
Perform further analysis in identified Equity Focus Areas to understand specific active transportation infrastructure and land use strategies to be prioritized at a neighborhood-level.	Planning, Development & Transportation; Equity & Inclusion
Conduct equitable engagement that meaningfully involves and values participation by historically underserved groups.	Planning, Development & Transportation; Equity & Inclusion; local community leaders and groups
Prioritize active transportation projects in historically underserved communities based on equity-scoring processes developed for projects such as the Active Modes Plan, Pedestrian Needs Assessment, and the Transportation Capital Project Prioritization Study.	Planning, Development & Transportation; Sustainability Services; Equity & Inclusion
Revise regulatory barriers that limit access to healthy foods through strategies such as mobile markets.	Sustainability Services; Community Development & Neighborhood Services; local/regional food producers/organizations

CORE STRATEGY LIST

The list of core strategies, lead agencies and partnerships, and the strategies' connection to existing City plans and efforts are summarized below.

#	Strategy	Lead Agency and Partnerships	Connection to Existing Plans and Efforts
<i>Increase housing capacity in areas with strong connectivity</i>			
1	Remove barriers to the development of Accessory Dwelling Units (ADUs).	Community Development & Neighborhood Services	Housing Strategic Plan, Land Development Code Update, City Plan
2	Create additional development incentives for affordable housing and promote the development of affordable housing in strategic locations.	Social Sustainability, Community Development & Neighborhood Services, Home2Health Partners	Housing Strategic Plan, Land Development Code Update, City Plan
3	Remove barriers to allowed capacities through code revisions.	Community Development & Neighborhood Services	Housing Strategic Plan, Land Development Code Update, City Plan
4	Adopt minimum capacity and/or intensity requirements in the transit-oriented development overlay in accordance with the Transit Master Plan.	Community Development & Neighborhood Services; Sustainability Services; Economic Health	City Plan, Land Development Code Update
<i>Support mixed-use neighborhoods</i>			
5	Strengthen requirements for mixed-use development in the transit-oriented development overlay to encourage a mix of uses near transit.	Community Development & Neighborhood Services	Our Climate Future
6	Increase transit frequency, particularly expanding bus rapid transit (BRT), in existing mixed-use neighborhoods to implement the coordinated land use and transit strategy envisioned in City Plan.	Planning Development & Transportation	Transit Master Plan, City Plan
7	Update the Land Development Code to encourage "complete neighborhoods" that include a variety of housing options, and access to services and jobs.	Community Development & Neighborhood Services	Our Climate Future, Land Development Code Update
8	Review and update residential zoning districts to allow more neighborhood-serving destinations and services as permitted land uses.	Community Development & Neighborhood Services; Sustainability Services	City Plan, Land Development Code Update

#	Strategy	Lead Agency and Partnerships	Connection to Existing Plans and Efforts
9	Update zoning code requirements or offer incentives to locate parking to the rear of buildings or use other features like screening for parking areas.	Community Development & Neighborhood Services	Land Development Code Update
10	Appropriately utilize public financing tools to spur redevelopment and infill in priority employment areas, including but not limited to: Downtown; Midtown; Mulberry Corridor; and Old Fort Collins Airport.	Economic Health; Community Development & Neighborhood Services	City Plan
11	Spur redevelopment and infill using incentives such as upzoning and public investments in urban design features and placemaking to achieve the mixed-use activity centers envisioned in City Plan.	Planning, Development, & Transportation; Economic Health; Art in Public Places	City Plan
12	Create satellite locations for city/government services, new libraries, community/recreation centers, and social services along with redevelopment projects.	Community Services; Economic Health; Poudre River Public Library District; social service agencies	N/A
13	Support greater intensity of employment along transit and active transportation facilities corridors.	Community Development & Neighborhood Services	Land Development Code Update Phase 2, Structure Plan, City Plan, Transit Master Plan
14	Explore public-private partnerships to spur catalyst redevelopment projects that advance community priorities in mixed-use activity centers envisioned in City Plan.	Planning Development & Transportation, Sustainability Services	City Plan
<i>Expand the active transportation network</i>			
15	Ensure that the percent of transportation funding allocated to active modes aligns with the City's strategic goals related to mode shift, safety, climate action, and equity.	Finance; Planning, Development, & Transportation	Active Modes Plan Draft
16	Implement expansion of the active modes network, and complete high-priority pedestrian crossings along arterial roadways, as identified in the Active Modes Plan.	Planning, Development & Transportation	Active Modes Plan Draft
17	Continue filling sidewalk gaps on an annual basis and upgrading to detached and widened sidewalks.	Engineering	Pedestrian Needs Assessment, City Plan, ReCreate: Parks and Recreation Master Plan
18	Continue the design and construction of new paved recreational trails throughout the city in accordance with the	Park Planning & Development	City Plan, ReCreate: Parks and Recreation

#	Strategy	Lead Agency and Partnerships	Connection to Existing Plans and Efforts
	Paved Recreational Trail Master Plan.		Master Plan
19	Coordinate trail expansion with developers.	Park Planning & Development; Parks; Community Development & Neighborhood Services; Engineering	ReCreate: Parks and Recreation Master Plan
20	Revise signal timing and intersection design standards along integral pieces of the active modes network.	Traffic Operations; Engineering	Active Modes Plan Draft
21	Prioritize the implementation of bicycle and pedestrian facilities around high-frequency transit stops to improve connections to transit.	Planning, Development & Transportation	City Plan

SUPPORTING STRATEGY LIST

The list of supporting strategies, lead agencies and partnerships, and the strategies' connection to existing City plans and efforts are summarized below.

#	Strategy	Lead Agency and Partnerships	Connection to Existing Plans and Efforts
<i>Expand the active transportation network</i>			
1	Update multi-modal level of service standards for new developments.	Planning, Development, & Transportation	Active Modes Plan Draft, Land Development Code Update
2	Augment GIS sidewalk inventory to include width, condition, buffer presence, and ADA compliance.	Engineering; Information Technology	City Plan; Pedestrian Needs Assessment
3	Update design standards, municipal codes and operational strategies to support and manage new and emerging transportation options (e.g., electric-assist bicycles, e-scooters, longboards, etc.).	Planning, Development & Transportation	City Plan
4	Take action to move Fort Collins towards being a Vision Zero city with emphasis on safety improvements for vulnerable road users (including completion of Vision Zero Action Plan).	Planning, Development & Transportation; Police Services; local bicycle/pedestrian advocacy groups	Active Modes Plan Draft, City Plan, Vision Zero Action Plan

#	Strategy	Lead Agency and Partnerships	Connection to Existing Plans and Efforts
5	Utilize signalization, signal prioritization, pedestrian refuges, grade separation, overpasses, underpasses, or other techniques where trails cross wide and heavily trafficked roadways.	Park Planning & Development; Planning, Development & Transportation	ReCreate: Parks and Recreation Master Plan, Active Modes Plan draft
<i>Expand access to nature and parks</i>			
6	Monitor and update maps and connectivity analysis of a 10-minute walk to nature and wildlife connectivity within the City at least every 3 years.	Natural Areas; GIS; FC Moves	City Plan, Nature in the City
7	Continue to implement nature projects in neighborhoods where gaps in access have been identified through the Nature in the City grant program.	Natural Areas	Nature in the City
8	Implement parks and public spaces envisioned in the Parks and Recreation Master Plan.	Park Planning & Development; Parks; Utilities; Natural Areas; Community Development & Neighborhood Services; Engineering	ReCreate: Parks and Recreation Master Plan
9	Update the Land Development Code requiring connections to parks and trails with more details about how the connections should be designed. Update the requirement to include connections to natural areas that are supported by Natural Areas' Visitor Use Impact and Decision framework.	Community Development & Neighborhood Services; Park Planning & Development; Natural Areas	City Plan, Nature in the City, ReCreate: Parks and Recreation Master Plan
10	Update the Land Development Code to support Nature in the City implementation through new developments.	Community Development & Neighborhood Services; Natural Areas	ReCreate: Parks and Recreation Master Plan
<i>Expand transit services</i>			
11	Enhance Spin with full integration with TransFort trip planning and fare integration.	Planning, Development & Transportation; Information Technology, shared micromobility provider	City Plan
12	Expand bus rapid transit (BRT) and transit frequency as recommended in the Transit Master Plan.	Planning Development & Transportation	Transit Master Plan, City Plan

#	Strategy	Lead Agency and Partnerships	Connection to Existing Plans and Efforts
13	Connect public transit to other modes through strategically located mobility hubs, located near activity centers, where one or more transit routes and bicycle facilities intersect as recommended in the Transit Master Plan.	Planning, Development & Transportation; shared/micromobility provider	Transit Master Plan, Transportation Master Plan, Our Climate Future, City Plan
14	Expand coverage of the transit network to low-capacity areas through mobility innovation zones integrated into the fixed-route system as recommended in the Transit Master Plan.	Transfort; private transportation service providers	Transit Master Plan, City Plan
<i>Increase awareness through education and outreach</i>			
15	Implement the 2015 Bicycle Wayfinding Master Plan and district-based pedestrian wayfinding.	FC Moves; Traffic Operations	City Plan, Active Modes Plan Draft
16	Expand and advertise city services that are available online where feasible (such as applying for a building permit or library card).	Information Technology; Poudre River Public Library District; Communications & Public Involvement	N/A
17	Expand outreach and services for supporting local businesses in Fort Collins and identify and eliminate barriers to local businesses locating in mixed use neighborhoods.	Economic Health; Sustainability Services; Community Development & Neighborhood Services; Innosphere; Launch NoCo; Fort Collins Chamber; Small Business Development Center	City Plan, Economic Health Plan (underway)
18	Expand public awareness of the ability to connect to destinations in less than 15-minutes with active modes through targeted marketing and trip planning support.	Planning, Development & Transportation; Communications; Environmental Services	Shift Your Ride Travel Options Plan, Transportation Master Plan, City Plan

NEXT STEPS

This analysis has informed potential strategies the City can implement to make the 15-minute city concept a reality. For example, the results illustrate the need to expand the low-stress bicycle network outside Downtown, expand daily destinations beyond the City's core, encourage a distribution of employment centers throughout the City, and improve the distribution of community centers across the City. Most of these strategies (36 of the 38 total strategies) are either explicitly mentioned in or related to existing City plans and effort. The identification of these strategies in this analysis can help the City in prioritizing elements of its existing plans and efforts to achieve a 15-minute city.

An in-depth look is needed to fine-tune the results and truly understand the conditions of connectivity to destinations at the neighborhood and street level. While the best available data was used for the citywide analysis, the data does not account for facility conditions that would be revealed through on-site inspections. The data may also not accurately capture ADA access. This in-depth analysis should begin with the identified equity focus areas.

Community engagement will also inform the strategy approach; for instance, while the destinations analyzed provide a good baseline understanding of existing levels of access, the City should confirm which destinations are most important for people to access at the neighborhood level, especially in the equity focus areas.

IMPLEMENTATION

Across all strategies, common potential obstacles emerged. These common obstacles and potential ways to overcome them and advance the goals of a 15-minute city are described below.

- Public opposition to mode shift strategies
 - The City could offer awareness campaigns or education about how shifting to active modes improves mental and physical health and is crucial for attaining climate goals.
 - The City could offer awareness campaigns or education that offering safe infrastructure for active modes does not mean that those who drive must stop driving; it simply provides the option for those who would like to use active modes.
 - Additional public education that multi-modal, pedestrian, and bicyclist connectivity between developments and communities that help reduce reliance on automobiles is a strategy to support growth while reducing space allocated to automobiles.
- Public opposition to increased housing capacity/affordable housing
 - Ensuring that opportunities for public comment and input to decision-making are easily accessible to all residents of Fort Collins is crucial to circumvent this type of opposition and ensure equitable engagement in how the City develops.
 - Increased housing capacity may trigger public opposition due to fears about increased traffic or the construction of new streets. It is crucial to remind the public that the goal of the housing capacity increase is to pair housing with transit/active transportation infrastructure and **reduce** automobile dependence. The goal is to strategically locate housing where multimodal transportation options do or will exist.

- Developer coordination for new development requirements
 - The City could meet with local developers to explain why new development requirements, such as parking maximums or trail access requirements for new developments, are necessary. Sometimes being surprised by a change conjures resistance, so including developers in stakeholder meetings from the beginning as the City updates its development requirements is important.
- Availability of funds
 - Many strategies are limited by the City’s budget. Utilizing strategies such as funding active transportation projects with parking revenue or incorporating desired changes in opportunities such as repaving, capital projects, and development are potential solutions.
- Outside support and/or funding needed
 - Some strategies may require support from other organizations or funding from outside of the City budget. Here, it is crucial to leverage partnerships with community organizations and designate staff to apply for grants to fund these strategies.

EVALUATION FRAMEWORK

The performance measures listed below will assess Fort Collins’ progress in achieving a 15-minute city. This will allow consistent and objective tracking of the three goals.

- The City should measure how well its initiatives, plans, and projects are contributing to the 15-minute city goals. This could be accomplished via:
 - A strategic alignment checklist required for all plans and initiatives to ensure they are in line with the 15-minute city goals
 - A development review application tool to assess whether new projects support the 15-minute city
- Track the progress of the core and supporting strategies. Every other month, the City should report to Council on progress.
- Every two years, the DDNA should be done to confirm whether bicycle and pedestrian connectivity to daily destinations across the City is increasing.
- Vehicle Miles Traveled (VMT), which is already tracked by the City, should be monitored yearly to estimate automobile use. While VMT is anticipated to increase due to a growing population in the Fort Collins area, a slower growth rate may indicate that more people are turning to active modes and transit. Detecting a trend of decreasing VMT as the population increases would be an even better sign that efforts to reduce automobile use is working.
- Track the percent of trips that are less than or equal to three miles, the percent of those trips taken by active modes, and the percent of all trips taken by transit.
- Track the number of grocery stores or mobile food markets that open in areas currently lacking such services within a 15-minute walk or bike ride. Track grocery store closures that reduce access.
- Track the number of new multifamily buildings located within a 15-minute walk of high-frequency transit that open each year.
- Track the percentage of K-12 students who use active modes to get to school.

