

District 3	Gordon Coombes	Ken Summers
Q) Do you regularly ride a bicycle?	Not as much as I would like to but I do ride more frequently during the warmer months. I have both a mountain bike and a road bike that I purchased in December of last year.	Not on a regular basis year round. Although I do have a very expensive recumbent bike that I'm still adjusting to
Q) If not, what are your main barriers to bicycling in Fort Collins?	Time. Unpredictability of the day.	
Q) How often do you bike for recreation and transportation?	Sadly, most of my biking is for recreation. I would like to incorporate more transportation.	For recreation - not year round but in spring and summer
Q) With the update to City Plan, Transportation Plan, and Transit Plan taking place over the next year or so, can you name 3 specific changes/updates you hope to see in these plans?	I would like to see more connectivity with our public transportation and multimodal forms of transportation. Especially in District 3. I have had long discussions with several citizens who have expressed a great desire to increase connectivity to the Max line, including connected bike routes that are safe and easy to navigate.	More public transportation in District 3, consideration of Uber car service to facilitate greater access, assessing and addressing sidewalk and bike lane needs
Q) Council talks often about prioritizing public safety, usually in the context of law enforcement. But traffic crashes continue to be a greater threat to public safety in Fort Collins (and nationally) than violent crime. There are more traffic fatalities than homicides, more serious injury crashes than aggravated assaults, etc. Traffic fatalities were up 80 percent in 2016, and car versus pedestrian crashes were also up dramatically. What changes do you feel would best address this public safety threat?	I would like to see more dedicated and separated bike lanes such as the ones being piloted on Laurel Street. I would like to see more bike lanes that are painted green and that have delineator posts to keep motorists and bicyclists separate. I would also like to see an education campaign designed to reinforce the rules of the road to both motorists and bicyclists.	This is an ongoing issue and will continue to be. Public education, evaluation of hazardous intersections, timing of lights to keep motorists from taking risks
Q) Despite an upward trend in pedestrian fatalities in Fort Collins, last fall, city leaders declined to support the BFO offer to create an "FC Walks" program (dedicated staff and resources within the transportation department focused on pedestrian safety and access). Would you prioritize the creation of an FC Walks program or any other dedicated pedestrian safety and access to address safety and accessibility for pedestrians?	I need to learn more about the program and what the economic impact is. That said, in order for us to reach our Climate Action Plan goals, we need to take steps to decrease fossil fuel emissions through vehicle use. Therefore we should be looking at programs that help achieve that goal. This appears to be one of those programs.	It would certainly be important to evaluate safety concerns and how to best address those. Budget priorities will need to be evaluated based on available funds. What can BFO to help address this issue?
Q) Contiguous sidewalks and bike lanes, and traffic calming measures are not distributed equally or universally throughout Fort Collins. Nationally, sidewalks and traffic calming correlate strongly with pedestrian fatalities. What steps do you think the city should take to address these safety disparities?	I think that the city needs to make that a priority. I think that the city should have a standard for how to incorporate pedestrian, bicycle, and vehicle traffic usage on all of our major transportation arteries in Fort Collins. This standard design should be used when we upgrade roads and road surfaces. There should be a planned roll out of these improvements over the next 10 years.	An overall evaluation of our transportation grid is important so that uniformity can be achieved to the extent possible.
Q) The Fort Collins Bicycle Master Plan has a target of 20% bicycle modeshare. For all of the city's successes at promoting bicycling, our mode share (% of people regularly cycling) has been stagnant for some years. What measures do you support to increase our bike mode share?	I would like to see a study conducted to determine why the modeshare numbers are stagnant and a plan to increase usership. I would support an effort to increase use throughout the city.	If the current promotion isn't working, it is important to determine why? Is it access to paths, ongoing education? Forcing people into a certain lifestyle against their will is not what government is about.

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<p>Q) The city has progressive, sustainability focused area plans like the Midtown plan and the Transit Oriented Development corridor overlay. But we are struggling to operationalize these plans. How can the city of Fort Collins encourage development that better reflects the standards and renderings depicted in these plans?</p>	<p>The city should require these improvements as part of new development. It should be part of the planning and zoning process.</p>	<p>The buildout of these plans is either dependent upon the city taking action or through efforts of private developers. Some of it is a matter of time and resources that are available.</p>
<p>Q) Mayor Troxell recently proclaimed the city's support for Road to Zero, a plan to eliminate traffic fatalities. What do you see as the top barriers to eliminating deaths from traffic fatalities in Fort Collins.</p>	<p>Mixed use bicycle/vehicle roadways. Drunk driving Distracted driving</p>	<p>Driving habits and patterns</p>
<p>Q) Do you support paid public parking? Explain.</p>	<p>Yes. I would support that.</p>	<p>No. Not needed</p>
<p>Q) Do you support the reduction of free on-street parking to facilitate safer complete street infrastructure like buffered or protected bike lanes?</p>	<p>Yes, I think that the public is used to the model and that it would encourage alternative transportation. Additionally, it would alleviate some to the "car carousel" activities that employees in old town fall into. Car carousel is the act of moving your car every 2 hours to avoid a ticket.</p>	<p>No - Not sure few parking spots will address the issue. For Collins commitment to the current parking pattern is dangerous. If you want to address the issue, then parallel parking along curbs would reduce the number of spaces and make it safer for cars to pull out, especially in old town and would provide more space for vehicles and bikes.</p>
<p>Q) City leadership committed to funding half of a pilot for expanding Transfort service to Sundays, but to date, has not secured the remaining funding (\$375,000). What mechanisms for funding should the city pursue to fulfil its commitment?</p>	<p>The city should fund it. There are other areas of the budget that can be cut back to pay for this service that is most needed by our most needy in the community. I could live with fewer flowers in the medians if it means that we can provide bus service 7 days a week.</p>	<p>Consider partnerships with the private sector to accomplish this goal. Also looking at State transportation grants that may be available is an option as well.</p>
<p>Q) What responsibility do you believe the City of Fort Collins has to providing safe infrastructure and transportation to the growth management area (GMA)? Including complete streets, transit access, and traffic calming?</p>	<p>It is a tremendous responsibility of the city. The city should be the driver for requiring infrastructure that supports growth within the GMA.</p>	<p>This should be a top a priority and major function of a local government.</p>
<p>Q) Do you support city investment in Bike Share?</p>	<p>Yes, if it is being used effectively.</p>	<p>Yes. Having bke share available is one thing, ensuring they are used is another. This requires effort and expense to show how the program works and how to use it and the benefit to the citizen and community.</p>