

Candidate	Ross Cunniff	Duane Hansen
Q) Do you regularly ride a bicycle?	Yes, in fair weather (late spring to early fall)	Yes, I have two, a cruiser and a commuter hybrid/gravel grinder for travel/fitness/fun. Over the summer is my peak riding time. I spent last year trying to build up to doing a century.
Q) If not, what are your main barriers to bicycling in Fort Collins?	Weather and over-scheduling my calendar :-)	ride regularly but there are pinch points that exist throughout the city such as crossing College Ave. on a bicycle at Horsetooth where the bike lane disappears can be intimidating for some bicyclists. Incomplete bike routes are also barriers for some unwilling to take the riskier bike lanes or 'Share the Road' sections.
Q) How often do you bike for recreation and transportation?	During the season, I ride recreationally about once a week and I commute about twice a week.	Nearly everyday weather and dress code permitting.
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 City Plan to more clearly specify a requirement for effective transitions between zones, leading to Land Use Code changes to support the plan. I would like the Transportation Plan to recognize the realities of Induced Demand and work toward human-scale intersections. I would like the Transit Plan to continue to move us toward 365-day service and a metric which works toward the gold standard of reasonable walk distances combined with no more than one change per trip direction.	Completion of bike routes like the Power Trail and expansion of the trail system so pinch points may be safely avoided; expanding bike share racks further out to businesses to expand the network and increase ridership; encourage TransFort to conduct a feasibility study on realigning TransFort to a frequency grid route system and, if the study provides compelling data, work to create an implementation plan for realigning TransFort to a frequency grid route model.

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<p>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?</p>	<p>In my opinion, the two biggest traffic crash causes are speed and distracted driving. Regarding speed, we should work toward redesigning our network to reduce design speed. 40mph design speed means that 20% of drivers are going faster than that (often significantly faster). We need street calming like narrower lanes, wider medians, and other techniques to reduce speed. Regarding distracted driving, I would support State and City initiatives to reduce or eliminate the use of cell phones while driving (both texting and talking can be very dangerous)</p>	<p>Making sure previously mentioned pinch points are addressed through wiser intersection redesign, routes that direct most bicycles away from having to utilize surface roads, increasing the amount of buffer zones for bike lanes, decreasing vehicle traffic by encouraging TransFort to move to a grid route system, adaptive and timed traffic signals for improved flow of traffic, and adding bike share racks to help accessibility to bicycling to members of our community where the cost of purchasing a bicycle may be prohibitive.</p>
<p>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?</p>	<p>Yes</p>	<p>I support the concept of a dedicated staff to improving pedestrian right-of-way as well as accessibility for those who have mobility limitations. A dedicated staff would remain consistent on the placement of issues like wheelchair accessible street crossing buttons and the ease of crossing. It would have to weighed against other pressing issues the city is facing. But in terms of new development this is something I would encourage to create continuity and proactive street and pedestrian design.</p>
<p>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?</p>	<p>I’ve pushed and will continue to push to spread our sidewalk / bike lane planning more equally through the city. I also think we tend to mis-use Tax Increment Financing to improve building facades rather than public infrastructure - such as sidewalks and bike lanes. I will push to change this.</p>	<p>The obvious answer is to move to place measures to improve safety more equitably throughout the city and in new developments ensure proactive measures for pedestrian safety and traffic calming measures are design into the development plans to account for future use and growth. I know there are a handful of neighborhoods with no sidewalks currently and some of these neighborhoods wish to keep it this way due to already tight roads and lack of parking. This will require far more outreach and collaboration with those neighborhoods to address and remedy both the lack of pedestrian infrastructure as well as meeting these neighborhood concerns.</p>

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<p>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?</p>	<p>We should continue to build out our low-stress network and continue to use data to find obstacles to mode-share so we can reduce them.</p>	<p>Primarily leading by example. I ride my bike most everywhere, again weather and dress code permitting, and showing the benefits of riding. By providing a safer more complete and expansive infrastructure we may also be able to increase ridership. Really, it's going to have to come down to education. Though I am curious to see the data to see if it is stagnant in terms of growth as a percentage independent of growth of the population or if the percentage of ridership appears stagnant but is increasing with the population growth.</p>
<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>Our Transit Oriented Development overlay is mostly aspirational, given that our transit network is not really fully functional. We need more transit. I pushed for and continue to support making the northeast a higher-density, transit-friendly region of the city.</p>	<p>One of the challenges with how renderings are currently designed is off solely what the developers want. The finished product is after it has gone through the city engineer and inspection process to ensure it is meeting code. One way to avoid this is to have stronger input from developers prior to plan rendering to save money on both the developers end and the city's.</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>See my answer above on traffic speed and distracted driving. We have built a network of high-speed arterials; speed correlates directly to fatalities.</p> <p>Additionally, I support expanding and enforcing protected pedestrian crossings. People should generally not have to push a button to get a "walk" signal. And drivers who ignore such signals should be ticketed.</p>	<p>A lack of infrastructure spending on things like mass transit and removing more bicycles from roadways to their own dedicated paths. A lack of smart and adaptive speed limits as well as a lack of proper traffic light timing leads to aggravated and aggressive driving which contributes to these accidents.</p>
<p>Q) Do you support paid public parking? Explain.</p>	<p>Yes. Both in parking structures and on-street. I believe that on-street paid parking will help contribute to better shared use of our expensive road infrastructure (and more frequent turnover for highly desirable parking spots).</p>	<p>o. It will have a chilling effect on business already straining with a lack of parking. It will not have the added effect of limiting road traffic. Further, employees of the business districts affected by paid parking are affected the most. This is already a challenge when most of these employees are at or under the median wage.</p>

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<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</p>	<p>Not entirely. Free on street parking, which goes back to previous question, has challenges for employees who need to park. Rather than invest in more buffered lanes, let's resolve pinch points by redirecting bicycle traffic to their own dedicated paths and improve our bike path infrastructure. In order to accomplish removing free on street parking we as a community would also need to invest in more parking garages which would not be free for employees. This would be inequitable for employees.</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>I would like to use part of the unexpended Lincoln Avenue money to make a reasonable investment in a pilot.</p>	<p>I am in favor of business partnerships to help fund TransFort expansion for 365 service as well as re-aligning TransFort to a frequency grid route system which removes inefficiencies saving dollars and increasing ridership because it is now more intuitive and accessible.</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>I support our existing partnership with Larimer County. Additionally, when new areas annex in (such as East Mulberry) I would support the use of Tax Increment Financing as discussed above.</p>	<p>Including complete streets, transit access, and traffic calming? To receive the full benefits of city coded infrastructure those areas in the GMA would need to be annexed and paying property taxes as all other Fort Collins residents who receive these amenities pay.</p>
<p>Q) Do you support city investment in Bike Share?</p>	<p>Yes.</p>	<p>Yes. I was a Senator for ASCSU who sponsored and fought for a bike share bill that expanded CSU's inventory by 8 new racks doubling the overall inventory within the city. I would incentivize the program through business partnerships by illustrating the benefits to businesses who have racks near them.</p>