

Candidate	Wade Troxell	Kwon Atlas	Elizabeth Hudetz	Mike Pruznick
Q) Do you regularly ride a bicycle?	Yes, and I would like to ride more than I do.	No I do not.	Not much lately. Back in college, I would ride my bike to CSU regularly. After college, I would ride my bike into Old Town to enjoy the day. I also encouraged my three children to cycle as they were growing up.	Sometimes. I tend to take months off then ride 3-5 times per week.
Q) If not, what are your main barriers to bicycling in Fort Collins?	N/A	I work in Westminster, CO.	Air quality for the long workout rides, and the fact that traffic in my part of town, the SE, isn't as conducive to biking as in the Old Town area, for just generally getting around.	Safety (cars, breathing exhaust), travel time, weather (heat, cold, wind), e-bike assist not allowed on trails.
Q) How often do you bike for recreation and transportation?	I ride mostly for recreation depending on time of year and my schedule.	I prefer to longboard recreationally and work out via gyms and boxing clubs.	When I have out of town guests, we go for rides on the bike trails and around town. For exercise I do my stationary bike indoors because of the air quality.	Varies, see above.

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<p>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?</p>	<p>1) seamless system integration of land use-multimodal transportation and transit , 2) open street concepts, and 3) safe routes to everywhere.</p>	<p>I'd like to see adaptable speed limits, a City traffic app and message boards---to ease traffic congestion for bike riders. Improving the bus routes, making more accessible route times and locations will help. As well more bike friendly roads, with wider riding areas.</p>	<p>1. I'd like to see a bus system befitting a big city that will entice people to get out of their cars. It would be based on the grid system and would have a bus arriving approximately every 15 minutes. 2. Our streets would have more ample bike lanes with the sort of barrier between the car lane and bike lanes, like the pilot program on Laurel between College and Remington. 3. We need more intentional communities, like a lot of the rest of the developed world. This will allow for better planning for roads to ensure bike friendliness is planned, not an afterthought.</p>	<p>1) More support for trikes, 4-wheel e-bikes, and tandem recumbents because they support those that cannot ride a 2-wheel bike, including making sure hand-cycles and other adaptive equipment are supported on trails, bike lanes, and public transportation. See my presentation to various city boards: http://vote4mike.pruz.org/trans-air.jpg 2) Change design standards to minimize intersections, points of conflict, and don't try to put pedestrians, bikes, and cars so close to each other. 3) Support for golf cart neighborhoods and net-positive building codes to encourage "free" charging of low-speed electric vehicles. Less pollution for bikers to breath,and lower speed/mass reduces collisions and injuries. NOTE: The city has too many parallel plans, we need to do a better job prioritizing. Many parts of the power trail are starting to crack and dip, must keep trails in good working order.</p>

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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>Public safety is more than law enforcement. During my time on City Council, I have seen the public safety implementation through the building of five bike/ped tunnels. Safe routes to everywhere is an example of a City Council priority commitment to low stress bike routes. Complete street design and its operationalization can greatly enhance public mobility safety. I would like to see more grade separated bike paths along arterial streets.</p>	<p>I would like to improve and increase alternative transportation within the city while decreasing traffic congestion and ensuring adequate parking, ultimately creating a “Transportation Neutral City”. If you want to walk in Fort Collins you should feel safe. If you want to bike, there should be smooth and defined paths that span the city limits. If you want to drive hybrid or electric vehicles, there should be charging stations. Bus routes should fully connect the journeys Fort Collins residents make every day. However, traditional commuters should experience lighter traffic in the city and ample parking when they reach their destinations.</p>	<p>We need to get people out of their cars. If we dramatically improve the transit system, people will be off the roads, which will allow for more room to reasonably expand bike lanes and pedestrian traffic in a manner which is safer for all.</p>	<p>More separated trails, full-width bike-lanes, more bollards. As vice-chair of the parking board I voted to remove the parking on Laural to make room for the bike lanes and bollards. Also, need strong punishments for vehicle offenders, apologies, videos, 90 days for killing an individual, and a year for a couple are not enough, especially given that destroying insured business property gets 14 years. We must get our priorities in order.</p>

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<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>I am supportive of a systems approach to public mobility safety. While making difficult BFO decisions, I support prioritizing city funds going into capital infrastructure that realizes safe routes to everywhere and ADA compliance.</p>	<p>Yes I would. These programs or something similar help increase the awareness and sense of safety that our bike riders and other non-car resident should feel when they ride our City’s streets.</p>	<p>This is something that other major cities have implemented with success. Having dedicated pedestrian safety is exactly the kind of creative solution this city needs.</p>	<p>Yes. We need this view to balance the discussion.</p>

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<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>Fort Collins, as a platinum bicycling city, is ahead of most cities in this regard and we still recognize much work needs to be done. City Council has made this a priority and funded initiatives such as safe routes to everywhere, the low stress bicycle network, and wayfaring, to name just a few. Also, City Council has been proactive in partnering with CDOT and Larimer County to finish curb and gutter and bike lanes on N. College at the “Y” to fill the funding gap for 1000 feet and address social equity promise for that neighborhood.</p>	<p>I would like to improve and increase alternative transportation within the city while decreasing traffic congestion and ensuring adequate parking, ultimately creating a “Transportation Neutral City”. If you want to walk in Fort Collins you should feel safe. If you want to bike, there should be smooth and defined paths that span the city limits. If you want to drive hybrid or electric vehicles, there should be charging stations. Bus routes should fully connect the journeys Fort Collins residents make every day. However, traditional commuters should experience lighter traffic in the city and ample parking when they reach their destinations.</p>	<p>We need to think more like a big city. We need to look to other cities and see what creative solutions they have used for similar issues. We need to build our city for the growth that we know is going to come in the future and ask questions like this as part of the ongoing conversation. Growth is projected to be around 250K so we need to plan further into the future, for say 300K+.</p>	<p>The city should prioritize by statistical likelihood of most severe negative impacts. There is more work to do in any year than we have money for. Start with the highest priorities and work our way down.</p>
<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>I would like to see the data you mention. First of all, we have a bicycle master plan that I was a supporter. Since I have been on City Council, ridership has steadily gone up, funding is up considerably, emphasis on multimodal transportation is up dramatically, infrastructure has improved markedly, and Fort Collins is branded as a bicycling community.</p>	<p>Create safer avenues to bike, I believe safety is a huge factor when people decide to bike to their jobs. Safety should be the number one priority because if we can give people a sense of greater safety, I believe we will see greater numbers of riders. Making our bike larger and wider, as well having the City promote and market creative messages for riding bikes.</p>	<p>We need to make it more reasonable to make biking part of regular transportation options, including cycling, bus transit, and others. Addressing issues with the Bike Share program would also positively impact the mode share.</p>	<p>I don't think the city should specifically target certain mode share level. Rather, the city must understand why people choose the modes they do and why they avoid the modes they don't choose, and eliminate the barriers to more energy efficient modes, including Segways, trikes, 4-wheel bikes, and street legal electric golf carts.</p>

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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>Fort Collins is a Plan and Do city. These plans are being operationalized, but the development takes 10-20 years, not 3-5 years. We have seen the initial implementation through the building of five bike/ped tunnels! As projects are proposed through the development review process, these plans are executed. A key development for the Midtown Plan is the South Fort Collins Business Association looking to tax themselves to establish a Business Improvement District (BID). This BID will transform the Midtown corridor.</p>	<p>The city needs to start implementing measurable actions toward these goals, such as improving recycling and composting, incentivizing solar energy and possible vouchers.</p>	<p>I support these plans and agree that there needs to be movement on the projects. One option would be to offer small businesses similar incentives to the \$53 million in TIF funding for the Foothills Mall. It makes no sense to provide TIF funding for big businesses and leave local businesses out of the equation.</p>	<p>I think most of these plans are flawed. The outcome was predetermined by the powers that be and the process is rigged to generate the desired outcome. I saw this first hand with the downtown plan. At one meeting staff wasn't prepared for a "none of the above" answer, and the slides used in the beginning are pretty much the slides that ended up in the final plan. Our predecessors boxed us into a corner. We need to be talking about a long-term plan to unbox us.</p>

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<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>I have presented in my previous responses to question with the zero fatality outcome for the multimodal transportation system. These include safe routes to everywhere, ADA compliance initiatives, less stress network, infrastructure improvement, public awareness programs, etc.</p>	<p>Traffic Congestion is huge, so implementing a traffic app and more up to the minute traffic information will decrease this nuisance. Also widening bike lanes on very busy roads and intersections. As well adopting adaptable speed limits and message boards can notify riders of accidents. Also in general we need to promote and remind our residents to never text and drive and always be attentive when at the wheel.</p>	<p>There should be more pedestrian walkways and bike lanes that are removed/separated from traffic. Areas that have had a history of fatal accidents should take precedent in priority for implementing creative solutions to ensure these tragedies are not replicated.</p>	<p>Elect a Mayor that isn't funded by the local auto industry. Spradley, Dellenbach, Tynan, Markley, Barr Elect the only candidate that rode a tandem recumbent in the Saint Patrick's Day parade, and gets reaching the button and turn radius issues. I've been asking for the Lemay and Boardwalk/Keenland to get a bike camera for years. The back passenger is strapped into the tandem recumbent. I have to lock the brakes, get out, run to the button, run back. Instead of fixing this problem, the city posted a no-trespassing sign at the RR tracks, further restricting travel.</p>

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<p>Q) Do you support paid public parking? Explain.</p>	<p>Depends. My response depends on various factors such as the outcome desired, where, when, etc. I am glad to opine on specific examples.</p>	<p>Yes, as it becomes more scarce the cost will naturally need to go up. We need to use what we have currently more efficiently and do better communicating with the drivers in Fort Collins and via a traffic app.</p>	<p>Paid public parking should be put off as long as possible. I have been active in the community these past few weeks, speaking with many employees and residents who have concerns about parking. I have heard suggestions of swapping paid structure parking and free street parking, with free structure parking and paid street parking. This presents a solution that is more affordable for the greater majority of people. Employees of businesses downtown would be able to park all day for free in the structure, while parking on the street would be opened up, but paid. This is one of many solutions I'd be willing to explore as Mayor of Fort Collins.</p>	<p>This is not a simple answer, too many options. The current proposal of metering parking in front of stores for businesses turnover makes no sense to me. If businesses want turn over, we sell/rent the parking to the DDA and let them manage for business. Otherwise the government of/by/for the people should manage for the people. It also defeats the turn over point, by letting people pay to stay longer. This is really about letting the rich pay to park close while the poor have to walk further in bad weather. Look through the parking board minutes, I'm pretty sure there is a comment about Daddy Warbuck parking close and there should always be an open space for him because his time is worth more and those whose time is worth less should have to walk further. I supported, and still support, 1 hour free per day for entire downtown (not just block face), at least 2 hour free in garages, and fines instead of meters. But, I also support moving 287 and eliminating the parking in favor sidewalk cafes, more nature in the city, entertainment islands, and college as a walking mall like Pearl Street. In any case, unless it is voted on as a tax, paid parking must be a fee</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>If paid parking is the funding source, no. This would not be a sufficient source of revenue for what is needed to meet the infrastructure needs. If the question is more general as to use off-street parking for buffering/protected lanes, we already have a precedent for doing just that. We have done this on Laurel Street.</p>	<p>Yes I Do.</p>	<p>With better public transportation and other creative parking solutions, we should make it a goal to get our city to a place where we don't even need all the parking spots we currently have. Therefore, I would support reduction of free on-street parking to protect our cyclists.</p>	<p>Answered as part of the previous question.</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>We are still hopeful that ASCSU will be a willing partner.</p>	<p>We should lobby for state funding as well as use fees/taxes for efficiently to prioritize transportation initiatives.</p>	<p>This is a question that I would like to have access to more data than is currently available for me to answer. I will say that I 110% support the need for 365-day bus service here in Fort Collins. This day in age, our people need to be able to rely on public transit 7 days a week.</p>	<p>As I stated in my public comments during the budget, the city should just put up the money for a two year pilot program. If successful, then find long-term funding. \$375K is nothing. Take it from reserves. Better yet don't give CSU 150K (3/21 meeting) for the 3D print lab and take half from reserves. Amazing how we always have money for businesses, but never have money for projects that help a lot more average citizens. BTW, Troxell has some type of relationship with the 3D print lab. I've heard him talk about it several times. I cannot find the references right now, but I'll continue to look into it.</p>

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<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>The responsibilities are spelled out in the IGA between Larimer County and the City of Fort Collins. If the question suggests that the City needs to provide more infrastructure and transportation facilities and alternatives, I am interested in ideas and plans provided with possible funding mechanism.</p>	<p>I would like to improve and increase alternative transportation within the city while decreasing traffic congestion and ensuring adequate parking, ultimately creating a “Transportation Neutral City”. If you want to walk in Fort Collins you should feel safe. If you want to bike, there should be smooth and defined paths that span the city limits. If you want to drive hybrid or electric vehicles, there should be charging stations. Bus routes should fully connect the journeys Fort Collins residents make every day. However, traditional commuters should experience lighter traffic in the city and ample parking when they reach their destinations.</p>	<p>The City of Fort Collins needs to ensure that all of our citizens are safe and protected. The safety of our infrastructure and transportation in the GMA, as well as the rest of the city, are the responsibility of the City, to the utmost extent. Ensuring transit access is important for all citizens, and something that needs to be addressed with seriousness. Traffic calming is great because it can reduce traffic accidents, as well as make cyclists feel more comfortable riding in an area. All cyclists can empathize with the anxiety we experience when a car speeds past us unexpectedly.</p>	<p>Given the IGA with the county to develop to city standards, there is always enough money to do it right the first time, and never enough money to do it wrong, just so we can fix it later. Thus, I say spent the money to do it right. Though, as I've said above, the design standards need to be upgraded.</p>
<p>Q) Do you support city investment in Bike Share?</p>	<p>Yes, the public-private partnership with Zagster is a good one.</p>	<p>Yes I do.</p>	<p>The Bike Share, as it currently exists, is flawed. In order for this to be a successful program, it needs to be more affordable for the public. This will make it a reliable and sustainable program. If we do that, I would have no issues supporting the city's investment in the program.</p>	<p>Yes, but it must be done correctly. Don't want to undercut businesses nor do I want to create a corporate welfare program. In my mind, the city would be more of a “try before you buy” program, the city takes the overhead and makes all businesses more efficient, via a rising tide that floats all ships.</p>