

Candidate	Nate Budd	Bob Overbeck
<b>Q) Do you regularly ride a bicycle?</b>	Yes	
<b>Q) If not, what are your main barriers to bicycling in Fort Collins?</b>	n/a	
<b>Q) How often do you bike for recreation and transportation?</b>	2-3 times a week for recreation or transportation to recreation (usually when the weather is nice)	
<b>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?</b>	<ul style="list-style-type: none"> <li>1) Vine and Lemay Intersection improvements</li> <li>2) Extended 365 Transfort and Max services with a plan for expanded city and regional services</li> <li>3) Proactive transportation hubs and service routes planned and provided to higher-density developments in the Northeast ahead of the growth</li> </ul>	
<b>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 that 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?</b>	I believe education both of drivers and riders is important to curb the traffic fatalities as well as better grade separated paths, signage or lane designations in high incident areas.	
<b>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?</b>	I see the merit and value of programs like FC Walks but given some of the still unfunded high priority items in the community that also tie into our ADA commitments like Max Sunday service I cannot commit to making that a priority until some service improvements are met.	

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<p><b>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?</b></p>	<p>This issue is particularly evident in District 1. Upgrading and repairing sidewalks infrastructure with road infrastructure improvements and repairs is a great approach particularly to the Northeast where the road infrastructure needs are very immediate.</p>	
<p><b>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?</b></p>	<p>Our Bicycle Master Plan should feed into plans for City Plan to ensure that biking solutions are tied to neighborhoods ahead of development. The City has steadily increased our funding to these types of services and should continue growing companion services strategically based on largest impact to safety and ridership metrics.</p>	
<p><b>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?</b></p>	<p>A limiting factor to the higher density transit oriented development corridor is economic growth. We should focus on fostering a robust economy as the community grows that when paired with our planning and zoning efforts will guide the growth to these areas over the longer term.</p>	
<p><b>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.</b></p>	<p>Competing funding priorities are an ever-present and top barrier to how quickly the necessary investments can be made make fewer traffic fatalities reality. I shy away from absolutes and would disagree with setting a goal of eliminating traffic fatalities all together, but there is definitely room for improvement.</p>	
<p><b>Q) Do you support paid public parking? Explain.</b></p>	<p>Depending on the area and community/economic drivers I am open to paid public parking.</p>	
<p><b>Q) Do you support the reduction of free on-street parking to facilitate safer complete street infrastructure like buffered or protected bike lanes?</b></p>	<p>Depending on the parking infrastructure and demand and bike lane demand in an area this could be used as a solution.</p>	











































































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