

MOLLY SKOLD

GENERAL

Q: *Do you regularly ride a bicycle? If so, what kind of riding do you do?*

A: Biking is truly one of my favorite past times. I bike on the road as well as on our local trails. It's a preferred form of transportation in our family. It's also a top priority when hosting friends and relatives. We're incredibly fortunate to have over 285-plus miles of relatively flat terrain and wide bike trails throughout the city and surrounding area. It's what makes our city unique. It drives tourism. It keeps us healthy and active. It builds community.



Q: *Given Fort Collins's bicycle friendliness, what City bike amenity (i.e. what bike trail, or bikeway, maintenance stations, etc.), element of bicycle infrastructure, or bicycle program is your favorite, or (if you ride) that you use most regularly?*

A: My favorite places for riding are long the Poudre River or along the Spring Creek trails. It's also fun to take scenic excursions to local breweries, to Lory State Park, and to the Horsetooth Mountain Open Space area.

2014 BICYCLE MASTER PLAN

The City's most current Bicycle Master Plan is due to be revisited/updated and will likely include/anticipate all active modes of transportation.

Q: *What should be the City's role in supporting (including funding) active modes of transportation as a safe, affordable, efficient and convenient travel option for people of all ethnicities, ages and abilities?*

A: In order to maintain our exceptional bike culture and environment, it is imperative that city leaders, private partners and civic bike enthusiasts continue to support our bicycle infrastructure. We must remain committed to ensuring the safety of all riders. Continued oversight to make all trails and bike lanes open and accessible should remain a top priority 365 days a year. Due to thaw/ freeze effects of melting snow, we experience intermittent flooding on our trail system. The city is responsible for the safety of the trails and provides basic funding for some flood prevention. As mayor, I will become more aggressive by furthering state, federal, and public-private partnerships to expand, maintain and improve our bike systems. In my current profession, I work continuously on public/private partnership initiatives. I see the value of these relationships. I see what they can achieve. An example of this: Fort Collins developer Bryon Collins recently donated 5 acres of land to the City through a charitable donation. The land will further enhance the City's Power Trail which runs parallel to the Southridge Golf Course.

We can also support local non-profits like Recycled-Cycles who realize the importance of earth-friendly forms of transportation. I have a bike from Recycled Cycles and appreciate their dedication to the environment. Collaboration, building and maintaining key relationships and remaining vigilant to supporting our bike culture is a top priority. Finally, a fervent, ongoing commitment to our bike network will continue to create a healthy, fun and environmentally friendly culture throughout our city and beyond.

Q: What role do you see active transportation playing in City's ability to achieve its goal and reduce carbon emissions by 80% by 2030 (vs. 2005 levels), on its way to carbon neutrality by 2050?

A: Often Fort Collins and other parts of Colorado do not meet the EPA's standards for ozone. Last year's fires made our air quality worse. Other factors contribute as well. The city, through purposeful, disciplined planning and a strategic view of growth, must align with development that builds clusters of shopping, dining, play and work so more people can walk, bike, use mass transit or drive short distances. Accentuating, supporting and enhancing our bike culture brings us closer to achieving our goals. Partnering with builders, developers and city partners with this view will make Fort Collins more livable, more bike friendly and will help reduce pollution.

BICYCLE INFRASTRUCTURE

Significant areas of our local community have gaps or intersections and areas that need improvement as it relates to safe bicycling and walking infrastructure. In addition to being a safety hazard, they discourage residents from these activities, as a recently completed Multi-modal Index also highlights. Bike Fort Collins has begun to feature some of these 'opportunities' on our website as Intersection/Facility Focuses, as well as made presentations to the city's Bicycle Advisory Committee and Transportation Board.

Q: How would you approach these opportunities and other infrastructure gaps relative to bicycle safety?

A: As the city identifies improvements to streets and crossings, the city must prioritize places that cause safety issues for riders. To be a truly bike friendly city with a great bike culture, the safety of riders should be paramount. In addition to city funding, public-private partnerships must be developed further to accelerate projects and to enhance the safety and riding enjoyment for all riders. I have been along some of the spots identified and agree with the assessments of needing improvement for safety.

FORT COLLINS BIKE PARK

Bike Fort Collins is a partner in an initiative started by our peer organization, Overland Mountain Bike Association, to bring a Bike Park to the City of Fort Collins. While Fort Collins is the progressive and bicycle friendly city that it is, many residents have to travel to places like Boulder to access such an amenity. In surveying the community for input during the 2020 Parks & Rec 10-Year Master Planning process, if 'Mountain Bike Courses' hadn't been listed separately from 'Bike Park' (as they are contained within Bike Parks), the combined category would have been among the top-four identified/desired amenities by the community.

Q: Do you support the planning and construction of a Bike Park for the Fort Collins community? Why or why not?

A: I support the development of a bike park within the city. I have visited Valmont Bike Park, have biked on a small part of the track and have enjoyed watching experienced riders on the course. A bike park would be an excellent enhancement to our bike culture and would give novice to experienced riders a means to test their skills within the city limits.