





Artist Statement

Alison Bleser

Graphic Design

My work is created through daily inspirations, be they pop culture, my family, friends, everyday connections, or how I interpret the world around me. I like to create my work digitally, but I often base my work on first interpretations through sketches or physical manipulation of materials. I've always been an artist that enjoys simplicity over complexity, but have the ability to find both in my work when appropriate.

The art I create is inspired by my nerdy nature to read books, watch movies, and discuss with family and friends the unique and finite details that I enjoy – and want to create art about. The excitement behind the tale of The Odyssey, the complexity of the world created by J. R. R. Tolkien (Middle Earth), or the characters I have fallen in love with reading books over my lifetime, lets me delve into detail about things I love and create art that I am proud of.

Whether I'm creating branding material, posters, or layouts - I always strive to find the balance of bringing forward the emotion and message behind the client or topic to my art in a way that accurately represents what I am trying to portray in my creations.

<u>Title</u>	<u>Media</u>	<u>Original Format</u>
Figure 1: Preserve	Digital Illustration	11 x 17", Poster
Figure 2: RITA Branding	Digital Illustration	18 x 24", Large Poster
Figure 3: Feather Weight Champion Layout and Illustration	Digital Illustration	11 x 17", Magazine
Figure 4: Trains in Fort Collins	Digital Illustration	11 x 17", Newspaper
Figure 5: BECOME INSPIRED	Digital Illustration	11 x 17", Poster, Alison Bleser & Lisa Smoot
Figure 6: Dragonology	Digital Illustration	18 x 24", Large Poster
Figure 7: Hobbit	Digital Illustration	18 x 24", Large Poster
Figure 8: King of the Wind	Digital Illustration	18 x 24", Large Poster
Figure 9: Ulysses	Digital Illustration	18 x 24", Large Poster
Figure 10: White Fang	Digital Illustration	18 x 24", Large Poster
Figure 11: Caesar, Businessman	Digital Illustration	15 x 22", Large Illustration
Figure 12: Millennial Perspectives	Digital Illustration	11 x 17", Poster
Figure 13: Egg Roll King Branding	Digital Illustration	Varied Dimensions, Stationary, Posters, Menu, and Packaging



Figure 1: Preserve.



Figure 2: RITA Branding.

the feather weight Champions of the bird world

A flash of sapphire, a flutter of wings, and the tiny bird—or was it an insect?—vanishes, the briefest mirage. Moments later it reappears, this time at a better angle. It's a bird all right, a thumb-size dervish with hyperkinetic wings that can beat 80 times a second, producing the faintest hum. Tail feathers paddle, steering gently in three dimensions. As the bird stares into the trumpet of a bright orange flower, a thread-thin tongue flickers from its needle beak. A sunbeam glances off its iridescent feathers, the reflected color as dazzling as a gemstone hung in a sunny window. Little wonder hummingbirds inspire heartfelt affection and stuttering efforts at description. Even reserved scientists can't resist such words as "beautiful," "stunning," and "exotic."

A greater wonder is that the seemingly fragile hummingbird is one of the toughest beasts in the animal kingdom. Some 330 species thrive in diverse and often brutal environments: from Alaska to Argentina; from the Arizona desert to the coast of Nova Scotia; from the lowland forests of Brazil to the 15,000-foot-plus (4,600 meters) snow line of the Andes. (Mysteriously, the birds are found only in the New World.)

"They're living at the edge of what's possible for vertebrates, and they're mastering it," says Karl Schuchmann, an ornithologist at Germany's Alexander Koenig Zoological Institute and the Brehm Fund. Schuchmann knows of a captive hummer that lived 17 years. "Imagine the durability of an organism of only five or six grams to live that long," he says. Its cranberry-size heart, which averages 500 beats a minute (while perching!), would have thumped four and a half billion times, nearly twice the total for a 70-year-old person.

Yet these little birds are durable only in life. In death their delicate, hollow bones almost never fossilize. This was one reason for the astonishment that greeted the recent discovery of a jumble of 30-million-year-old fossil bird remains that may include an ancestral hummingbird. Like modern hummers, the fossil specimens had long, slender bills and shortened upper wing bones topped by a knob that may have let them rotate in the shoulder socket for hovering flight.

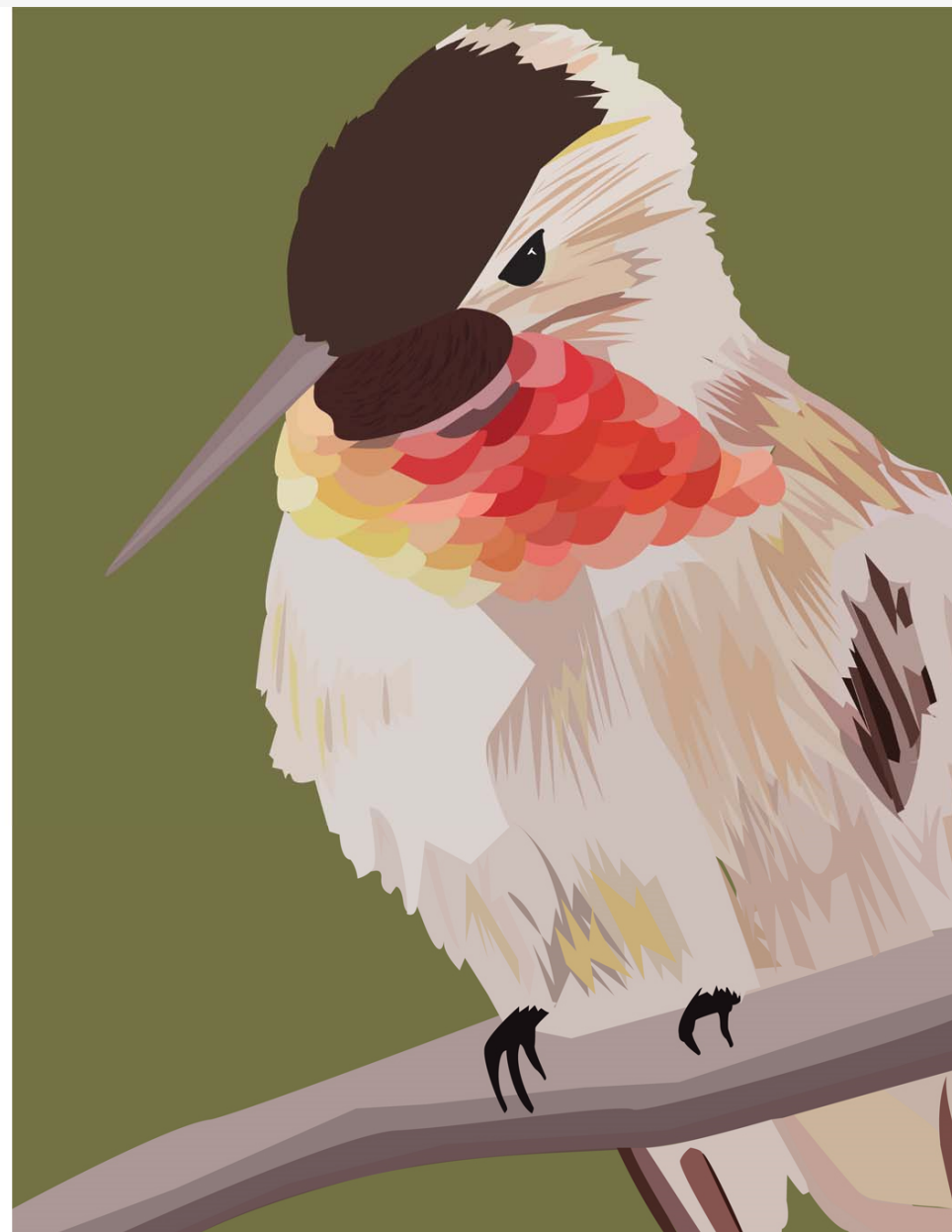


Figure 3: Feather Weight Champion Layout and Illustration.

LIFEStyle

• The Fort Collins Train goes through town 10 times a day traveling a three mile stretch

• Train Horn Rule: The Horn will be sounded for 15 seconds at every single intersection

• Max volume for a train horn is 110 decibels, minimum 96 decibels

• The horn registers at the same decibels as a jackhammer

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Noise in a Quiet Zone

By John Young
The Denver Post

My fellow Fort Collins residents and I have an admission to make.

For two years running, we were "America's Safest Driving City," according to the Allstate Insurance Co., and this year we ranked third in the country. Each an honor, yes, but fraudulent.

It's not that Fort Collins' drivers aren't cautious or kind. It's just that it is relatively easy to avoid collisions when traffic doesn't move.

Blame trains. Everyone does in Fort Collins. The Choice City is not alone, however. Train-caused traffic delays are a major problem up and down the Front Range as population grows.

There is more to Fort Collins' love of bicycles and its growing infatuation with a fine bus system than all the good and green things associated therewith. Traffic congestion here is increasingly acute as it grows south and north, an elongated metro area lengthening by the month.

Add to this the fact that traffic on the city's main artery, College Avenue (U.S. 287) is stopped routinely by the

Burlington Northern Santa Fe rail line. Want to beat the train? Fort Collins' other crucial artery, Lemay Avenue, a few blocks to the east, can be stopped by a Union Pacific train at busy Riverside Avenue, within walking distance of Poudre Valley Hospital.

(To avoid having ambulances from the hospital cut off by the trains, the Poudre Valley system keeps an ambulance stationed on the north side of town.)

The backups at Lemay are a manifestation of growth, a population — 143,986 in 2010 — that gets a 1.9 percent bump annually.

Forty years ago, when it was barely developed, Lemay didn't serve as a north-south corridor. It stopped at the tracks. Now it is one of Fort Collins' most important arteries, and at times a motorist can spend 10 to 25 minutes at the rail crossing at Riverside and Lemay. Signs urge motorists to shut off engines and chill.

Easy for a sign to say. If they had their druthers, city planners and residents

would have the three railroads that intersect the town doing most of their locomoting out on the plains.

Or, if druthers came with unlimited funds, they'd build grade separations (overpasses, underpasses), and be done with the matter.

Fort Collins has but one grade separation, at Trilby Road. This is easy to explain, as an overpass can cost more than \$20 million, and neither the railroads nor the state are obligated to help in the matter.

In 2007, the city assembled a study group to look at the train problem in its entirety. Participants were aware that the Colorado Department of Transportation was studying the same matter. The city study's focus was not just congestion and traffic delays but also the noise of train horns, with safety issues associated with crossings, and with hazardous materials in transport.

The study found that blockages of longer than 10 minutes were common at the Lemay-Riverside crossing, with the longest recorded wait being 51 minutes.

Fort Collins residents would be surprised to find that the increase in train traffic that triggered the '07 study wasn't necessarily serving their city but was fueled in large part by industry in Windsor to the north. At play: a switching operation in Fort Collins by which shipments delivered from Cheyenne, Wyo., by Union Pacific were transferred to the Great Western Railway to complete the trip to Windsor.

City officials examine grade separations proposals, but have found most either too costly or not doable for reasons including topography (the Poudre River near the College Avenue-Cherry Street crossing) and the presence of nearby buildings.

For a time a few years ago, this left one answer: moving the tracks away from the Fort Collins metro area, and away as well from those communities like Loveland and Longmont to its south.

Continued on next page >>

**What if there wasn't
any noise at all?**

Would you miss it?

Train Statistics and Safety Tips

- About every 3 hours, a person or vehicle is hit by a train.
- In 2013 there were 2,087 collisions, 251 fatalities, and 929 injuries in Colorado.
- Approaching trains are faster and closer than they appear.
- Trains do not have fixed times, so expect a train at all railroad crossings.
- Trains have right of way 100% of the time (including emergency vehicles).
- The average freight train at 55 mph takes more than a mile to come to a stop.

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Figure 4: Trains in Fort Collins.



MAY 4-8, 2015
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RECEPTION MAY 8
6-8 PM

**BECOME
INSPIRED.**
ALISON BLESER.
LISA SMOOT.

Figure 5: BECOME INSPIRED.



Figure 6: Dragonology.

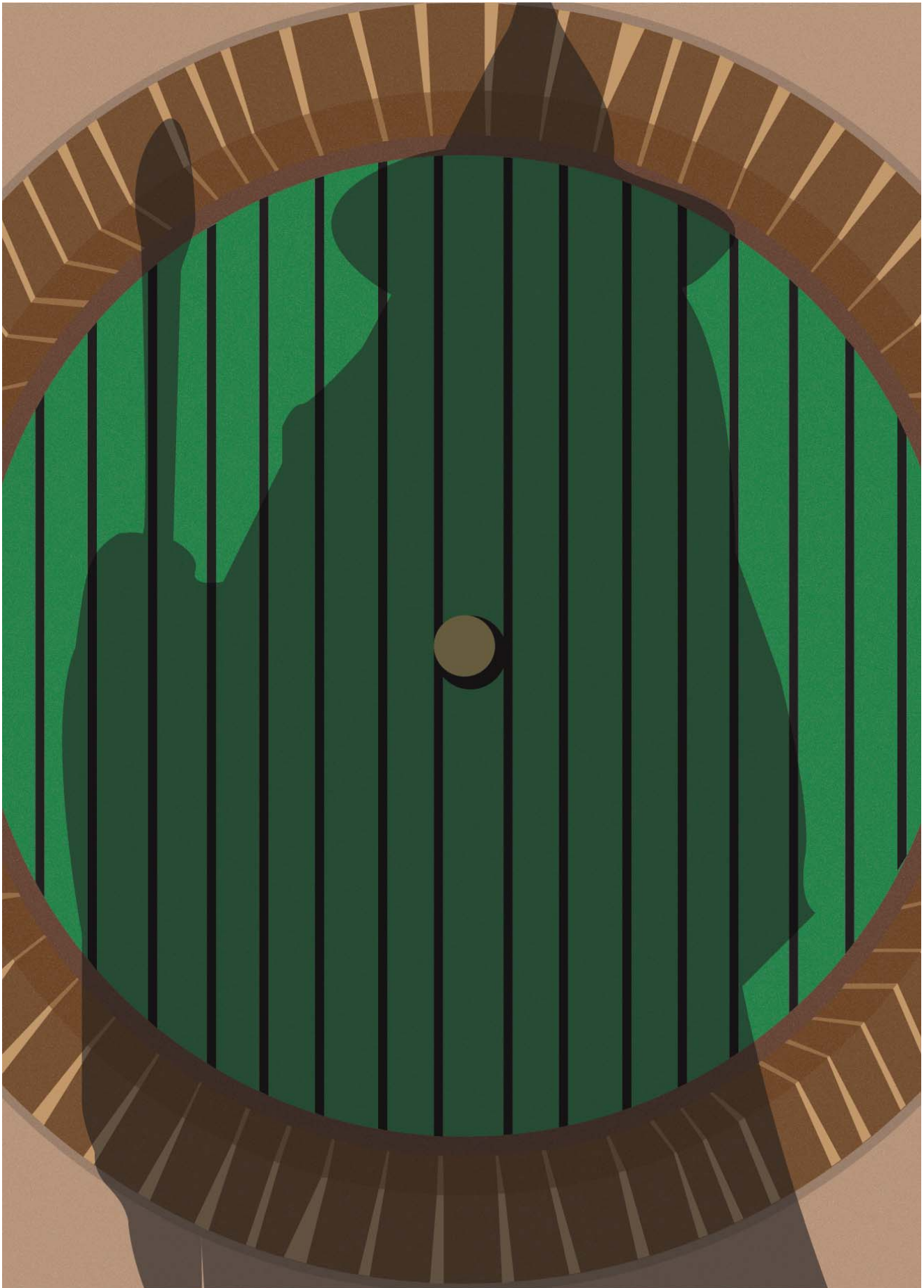


Figure 7: Hobbit.



Figure 8: King of Wind.



Figure 9: Ulysses.



Figure 10: White Fang.

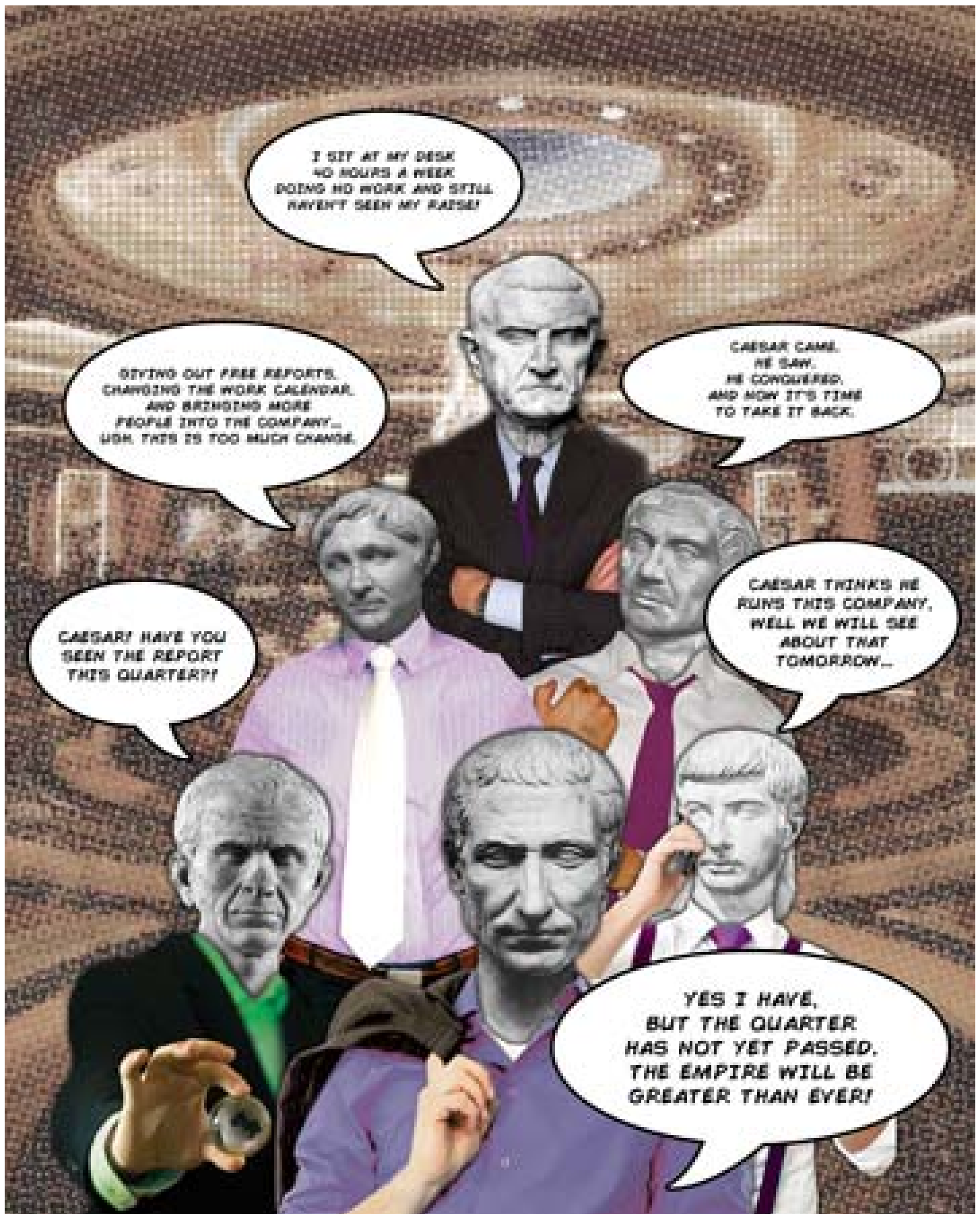


Figure 11: Caesar, Businessman.



I AM MILLENNIAL

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MILLENNIAL PERSPECTIVES

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Figure 12: Millennial Perspectives.

