

Background Information

What is your personal background and history?

I have lived in West Seattle for 16 years. I have 3 kids in Seattle Public Schools. I received my MPA from the Evan's School at UW while working part time and staying home with my kids. I have been KC Councilmember Joe McDermott's Chief of Staff for over 4 years.

What elected offices have you sought and held (include dates).

None

What were the election results (voting percentages) from past races?

N/A

What appointed offices have you held and what body or individual was responsible for the appointment?

N/A

What is your community and volunteer experience?

Currently serve on Board of Directors for WestSide Baby, Formerly, Board Secretary, West Seattle Food Bank, served as legislative and spectrum representative for Lafayette Elementary School. Prior to returning to Seattle, I volunteered as a tutor at the Saturday Achievement Academy in Washington D.C.,

Campaign volunteer

Are you a member of the Cascade Bicycle Club or other bicycling organizations?

No

How do you typically get around, whether it's by car, bike, bus, walking, or other?

Bus, walking or car

Issue Questions

1. Vision Zero

The City of Seattle has adopted “Vision Zero,” the goal of reaching zero pedestrian and bicycle fatalities and serious injuries as a result of a collision with a vehicle by 2030. Vision Zero has four principles: (1) preventing traffic deaths and serious injuries is the most important goal for transportation planning and engineering; (2) the lives of people walking, biking, and driving are all equally valuable; (3) streets can and must be designed to account for the inevitability of human error; and (4) elected officials, planners, engineers, and police can and must act.

By applying the principles of Vision focusing on traffic engineering and automated enforcement, Sweden, London, New York City and many other cities have substantially reduced fatalities and serious injuries in their cities. Seattle’s traffic fatalities are on the decline, but we still have much more to do. For example, while Seattle is one of the safest cities in America for getting around, Stockholm is five-times safer.

Do you support maintaining Vision Zero as the paramount objective of Seattle’s transportation system?

Yes/No

Do you support ensuring that every new major transportation project is designed to achieve zero traffic fatalities or serious injuries?

Yes/No

Any further comments:

I believe we owe it to everyone to set our aim high when it comes to combatting serious traffic accidents. Vision Zero sets lofty goals and is a strong signal that we will continue to make policies and take actions that work toward achieving a goal of zero fatalities.

2. Twenty is Plenty

Motor vehicle speed is a leading factor in the death of bicyclists and pedestrians involved in a collision with a car. While nine in ten people survive a collision with a car travelling 20 mph, five in ten survive a car travelling 30 mph, and only one in ten survive 40 mph.

While the state has a default urban speed limit of 25 mph, Seattle has set its default arterial speed limit to the more dangerous 30 mph. In some places, the arterial speed limits are 35 and 40 mph.

Thanks to the support of the Seattle City Council, the state legislature adopted legislation in 2013 allowing city traffic engineers to reduce speed limits on residential streets and on arterials in business districts without a complex traffic study.

Do you support reducing speed limits on residential streets and in business districts to 20 mph across the city?

Yes / No

Do you support Seattle adopting the state’s default urban speed limit of 25 mph for arterials?

Yes / No

Do you have any further comments? If you answered “yes” to the Vision Zero question but “no” to the “Twenty is Plenty” question, please explain the discrepancy.

Time is valuable, but the safety of our children, bikers and pedestrians using the sidewalks is worthy of expansion of lower speed limit zones. I am a proponent of Twenty is Plenty and hope to see it make demonstrated differences in safety of the people using our streets and sidewalks.

3. Connecting Seattle

Seattle wants to bike. According to the US Census Bureau, bicycling is the fastest-growing form of transportation in Seattle and the region. In addition, based on a 2013 survey, 60 percent of Seattle voters would like to ride more frequently than they do now, but many don't because they do not feel safe on our roads.

To make people feel and be safe, vehicle traffic either needs to be slowed down to safe speeds, or bicyclists and motor vehicle traffic needs to be separated. Research and empirical evidence from across America demonstrates more people will ride if they are physically protected from riding in traffic.

In 2014, the Seattle City Council updated its Bicycle Master Plan, prioritizing the creation of a bikeway network that brings protected bike lanes, neighborhood greenways and trails within a quarter-mile of every doorstep across the city. Once built, Seattle will be transformed into a city where bicycling is normal, convenient and safe for everyone who wants to ride, from an 8-year-old child to her 80-year-old grandmother.

This network cannot come soon enough. That's why Cascade and a coalition of transportation organizations have a shared goal of building 250 miles of new protected bike lanes, neighborhood greenways and trails within the next decade.

The estimated cost to build the 250 miles of bikeways is \$25-\$30 million per year. For context, in recent years the Seattle City Council has dedicated \$10-\$12 million per year to bicycle-related infrastructure and dedicated more than \$20 million for 2015. Much of this funding is possible due to the 2006 Bridging the Gap Levy, which expires at the end of 2015.

Are you committed to planning, funding and building 250 miles of new protected bike lanes, neighborhood greenways and trails within the next decade?

Yes/No

What level of funding would you work to secure for investments in bicycling?

\$ 20-30 /year

How will you ensure the City has the funds necessary to build this bikeway network?

The Bridging the Gap Levy renewal and expansion is the most straightforward source for building the bikeway network. I will be a strong and vocal supporter of its renewal at the level we need

4. Prioritizing our Public Rights of Way

Two-thirds of Seattle voters agree (and only 11% disagree) that making our streets safer for everybody, whether they drive, ride transit, bike or walk should be our top transportation priorityⁱ. Seattle has a Complete Streets Ordinanceⁱⁱ directing SDOT to design streets for pedestrians, bicyclists, transit riders and persons of all abilities, while promoting safe operation for all users, including freight. Yet our City does not have a mode hierarchy policy determining how we prioritize different users of our public rights of way when we plan, design, fund and implement our transportation projects.



In the early 1970s, Copenhagen inverted its planning hierarchy – prioritizing walking, biking, transit and goods movement over single-occupancy vehicle accommodation – followed in 1982 by Amsterdam. In 1996 Vancouver, B.C. followed suit. These cities are now considered some of the (if not the most) livable cities in the world.

Here in America, Portland has policies directing the city to put “green transportation first” and “create conditions that make bicycling more attractive than driving for trips three miles or less.” And since 1973, San Francisco has had a “transit-first policy,” stating that “within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.” The policy further states that “bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes and secure bicycle parking.”

Do you support the adoption of the modal transportation prioritization hierarchy?

Yes / No

Take either Eastlake Avenue N or Rainier Avenue S as a hypothetical example. If the street was redesigned, how would you use a modal transportation prioritization hierarchy to dedicate space for walking, biking, driving and transit (whether by streetcar or bus)?

Our policies must reflect our values and I very much like the concept of mode hierarchy. In this example I would ensure that sidewalks are wide and inviting for pedestrians, cyclists have separate and clearly marked lanes where possible, speed limits are reduced and signals are clearly marked. If space allows, I would also add dedicated transit lanes. We all benefit when all forms of street traffic work together. I would like to learn more about the examples of Copenhagen, Amsterdam and Vancouver, B.C.

5. Do you support the following projects?

Yes/No – Northgate Ped-Bike Bridge

Yes/No – Completing the Burke-Gilman Trail as a multi-use trail along the rail line through Ballard

Yes/No – Westlake Ave N Protected Bike Lane

Yes/No – Protected Bike Lane on Roosevelt Way and Eastlake Ave

Yes/No – Protected Bike Lane along Montlake Blvd from the Husky Stadium Light Rail Station to Roanoke Street

Yes/No – Downtown Network of Protected Bike Lanes

Yes/No – Protected Bike Lanes on Rainier Avenue

Yes/No – Expansion of Pronto Cycle Share

6. Your Priority Projects

Please list the specific bicycle infrastructure projects—including protected bike lanes, neighborhood greenways, trails, Pronto Cycle Share and bike parking—you would like to see built in your city council district or anywhere in Seattle:

I would like to see Pronto Cycle Share available in District 1. Other infrastructure projects I'd like to see completed are: 5 way intersection at Chelan, protected bike lane for Fauntleroy SW project, completion of trail connection between Delridge and West Seattle Bridge. Downtown Protected Bike Lanes, Parking corral in White Center. Protected Bike Lanes on Rainier Avenue. Northgate Ped/Bike Bridge

7. Sharing the Joy of Bicycling

With Seattle's beautiful landscape, the bicycling for commuting, regular transportation and leisure is a joyful, wonderful experience. Not only does research show that bicycling improves people's health and happiness, a culture of bicycling is also a hallmark for any 21st Century city competing for an information technology workforce.

Seattle is embracing a positive culture toward bicycling. Thanks to the Mayor Ed Murray and the Seattle City Council, Seattle will have its first Sunday Parkways events this summer to celebrate neighborhoods by bike. Modeled after similar events in Portland, neighborhood streets will be opened up to people to bike in a loop, connecting parks, businesses, music and festivities.

There are other many other ways that Seattle's bicycle culture is blooming, including the launch of Pronto Cycle Share, hotels offering free bikes for their guests, breweries and other businesses marketing specifically around bicycling, many new local bike industry businesses, and an increasing number of people participating in Bike Month.

How would you use your voice and position to continue to share the joy of bicycling and build a positive bicycle culture?

As the District 1 Councilmember, I would encourage the use of bike share options. I would promote the collaboration of community centers and bicycling businesses in the District to encourage families to bike together. I would continue to push for the infrastructure necessary for a safe biking environment for both commuting and pleasure.