

1. Please describe your walking and biking experience in Alexandria.

I spend a lot of time walking around Alexandria, getting to meetings, running errands, and just being out in the community, and I bike when routes feel safe and intuitive. My experience honestly depends on where I am. In some areas, walking feels calm, well-designed, and welcoming. In others, especially along wider or faster roads, it can feel uncomfortable and even risky. That difference really sticks with me because it shows how design choices directly affect how people experience the city.

2. Do you feel safe when walking around Alexandria?

In many neighborhoods I do feel safe walking, but I also know that safety isn't experienced the same way by everyone. For seniors, kids, people with disabilities, and families, certain streets and intersections feel especially stressful.

a. What three measures do you think should be taken to improve pedestrian / bike safety?

Three things I think would make a real difference:

1. Slowing cars down, through traffic calming like narrower lanes, raised crosswalks, and safer intersection design.
2. More protected bike lanes, especially on busy corridors, so biking feels like a real option for everyday people, not just confident cyclists.
3. Better crossings, with shorter distances, clearer markings, better lighting, and designs that prioritize people over speed.

3. If speed cameras with automated ticketing are allowed, do you support speed cameras on streets such as, Duke St., Seminary Rd., etc. (beyond school zones)?

If allowed by state law, I support using automated speed cameras on corridors like Duke Street and Seminary Road. Speed is one of the biggest factors in serious injuries and fatalities.

Cameras can help change behavior in a consistent, data-driven way. I do think it's important that they're used transparently, with a clear focus on safety, not revenue, and paired with education so residents understand why they're there.

4. If you are elected, how will you champion investments in walking and biking infrastructure in Alexandria to improve safety and encourage active transportation?

If elected, I would consistently advocate for walking and biking investments as safety and accessibility priorities, not "nice-to-haves." That means supporting funding in the capital budget, helping pursue grants, and listening closely to advisory groups like BPAC. It also means doing the hard work of explaining projects to residents, being honest about tradeoffs, and making sure people feel heard throughout the process.

5. How much do you see the lack of a complete connected bike network as a barrier to more biking? How can we better connect the network?

I see the lack of a fully connected bike network as a major barrier. A lot of people would bike more if they didn't feel like the route suddenly drops them into traffic. Closing gaps, connecting to schools and transit, and thinking about the network as a whole, not just individual segments, would go a long way toward making biking feel normal and safe.

6. The City is planning a Complete Streets project on Braddock Rd which requires trade offs between parking and capacity for drivers and safety for people walking and biking. If

approved by the Traffic & Parking Board, there is a significant likelihood it will be appealed to the City Council. What are your views on this project?

I support the Complete Streets approach on Braddock Road and understand that projects like this involve tough tradeoffs. Parking and traffic flow matter, but so does the safety of people walking and biking every day. If this project comes before the City Council, I would approach it thoughtfully, looking closely at the safety data, listening to residents, and keeping the long-term goal in mind: a corridor that works for everyone, not just for cars passing through.