

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

While I do not currently own a bike, I am a frequent and regular pedestrian in Alexandria. Walking is one of my primary forms of exercise and an important part of my daily routine. I walk along the Holmes Run Trail approximately four times a week after work, and at times even take work calls while walking the trail. It is both restorative and grounding, and it has given me firsthand appreciation for the importance of safe, well-maintained pedestrian infrastructure.

I grew up in New York City, where walking and public transportation were simply how you got around. When I first moved to Washington, DC, I lived, worked, and attended graduate school without owning a car. It was not until I moved to Alexandria in 2010 that I felt I had to get a car, largely because transit options, particularly at night were limited and unreliable. That personal experience has shaped how I think about walking, transit, and transportation choice in Alexandria. I've always advocated for a more walkable city with an expanded sidewalk network and it is even tougher now with all of the snow and ice.

**2. Do you feel safe when walking around Alexandria?**

It depends on where I am walking. Trails like Holmes Run generally feel safe and well used, but many neighborhood streets and major corridors feel far less comfortable, especially when crossing wide roads like Van Dorn, navigating high-speed traffic, or walking at night.

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

Some measures I believe would significantly improve pedestrian and bike safety include:

Traffic calming and speed reduction on major corridors: Raised crosswalks, and protected intersections are proven tools that slow vehicles and reduce severe injuries.

Improved crossings and visibility: More frequent, well-marked crosswalks, better lighting, and pedestrian-leading signals are critical, especially on arterials that divide neighborhoods.

Protected infrastructure, not paint : Separated bike lanes and more sidewalks provide real safety and encourage more people of all ages and abilities to walk or bike.

**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)?**

I support the use of speed cameras beyond school zones, particularly on high-injury corridors such as Duke Street and Seminary Road. Speed is one of the strongest predictors of crash severity, and automated enforcement is an effective, equitable way to change driver behavior when paired with clear signage and transparency.

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

As a City Council member, I would champion walking and biking infrastructure by:

Making safety a budget priority, not an afterthought, and supporting consistent funding for pedestrian and bicycle projects. I walk more than I drive and will also champion needed improvements for pedestrians.

Using a "people-first" lens in decision-making, especially when projects come before Council with tradeoffs between vehicle speed, parking, and safety.

Listening closely to advisory bodies and community voices, including BPAC, and ensuring their expertise meaningfully informs policy decisions.

Advocating for equity, so improvements reach all parts of the city, not just areas with the loudest voices.

**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?**

The lack of a complete, connected bike network is one of the biggest barriers to more biking in Alexandria. Many people may be comfortable biking on trails or protected segments, but not when those segments abruptly end or force riders into fast-moving traffic.

We can better connect the network by:

Prioritizing continuous, protected routes over isolated segments.

Ensuring safe connections between trails, neighborhoods, schools, and transit hubs.

Designing infrastructure that works for new and hesitant riders, not just experienced cyclists.

Even when walking on the trail there are people that ride extremely fast past walkers, runners, etc. and that has concerned me at times.

**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 Braddock Road Complete Streets project and believe these types of tradeoffs are exactly what responsible, people-centered governance requires. Streets are public spaces, and their primary purpose should be to move people safely, not just to move cars quickly.

My view is this, while I understand concerns about parking and vehicle capacity, safety for people walking and biking must be a core priority. If approved by the Traffic & Parking Board and appealed to City Council, I would approach the decision grounded in data, community input, and the City's long-term safety and climate goals.