

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

For work, I walk or ride a bike-share bike to and from a metro station. For recreation, in warmer months, I connect via bike lanes to the trail system and ride into D.C.

2. Do you feel safe when walking around Alexandria?

Sometimes. I live next to a large paved intersection that has a poorly designed crosswalk and where bikes have been hit by cars. We've gotten used to it, but that doesn't make me feel safe when I cross. Drivers often feel entitled to have preference over pedestrians and sometimes honk or yell out at people who are trying to cross. On Mount Vernon Avenue, we've had several near misses where there is poor visibility at intersections. So much more needs to be done in Del Ray, however, I understand that even more needs to be done in neighborhoods west of us. I once took a bus to ACHS and exited by the gas station at King/Braddock. That turned out to be a poor decision, as there was no crosswalk across King and a poorly designed sidewalk that was too narrow at such a large, congested intersection. I did not feel safe then, and can only imagine how students and other residents who routinely travel such intersections feel on a daily basis.

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

I will first say, as with any subject, I am always seeking to learn more. As I currently understand, daylighting and additional visibility safeguards, like the hawk lights, could be used at intersections to aid pedestrian visibility. Additional crosswalks should be added--for example, along Commonwealth avenue where crosswalks only occur every 3-4 intersections in this "walkable" neighborhood. For bikes, dedicated, protected bike lanes in more places so that bikers don't need to fear a stray vehicle swerving into the bike lane or passing too closely.

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'm open to considering speed cameras in other locations; I acknowledge our police force has limited resources and so is not able to consistently monitor trouble spots at all times. However, I also want to stress that equity is top of mind for me. So I would want to implement cameras, if we do it, in a way that is strictly data driven (not income driven). I would like to learn more about the use of speed cameras and their effectiveness at addressing speed and safety issues.

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 president of DRCA, I've seen how our traffic calming committee can effectively lead advancements in such investments. However, I've also seen how limited resources can hamper investment in all areas of our city. As councilman, I will tackle our city's budget problems so that investments in critical infrastructure (like pedestrian and bike safety) can proceed without unnecessary delay. I will also push to ensure our vision zero initiatives are seen through and that our city is responsive to issue areas raised by citizens and other civic groups who may have more up to date data than otherwise available to the city.

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?

It's a primary barrier to more biking. As president of DRCA, I've seen directly how this barrier makes biking a hard-sell idea to everyday people, because people can't see themselves biking with existing conditions. We could do a few things to better connect the network. For one, we

could focus on the existing gaps, funding something like the top ten most dangerous missing links between our trails and bike lanes with transit hubs. Two, we must address first/last mile biking, like the Braddock road plan, and ensure protected bike lanes are in place. Third, I would seek input from the bike advocacy communities on quick build systems (flex posts, etc.) to get these measures in place quickly while working on long range capital improvements.

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?

Approve the plan as proposed (dedicated bike lanes). I understand as DRCA President where community engagement works, and where it doesn't. I also understand what an association vote represents, and what it doesn't. I believe all community voices should be heard and not dismissed--including those of the driving community. But as stated above, last-mile improvements like this must be implemented if we are to see meaningful progress towards transit connectedness in the city. I personally know people who have had near-miss experiences while biking along this corridor. We must prioritize life over convenience and work to protect the lives of the most vulnerable road users.