

Candidate Name: David Myles
Office Seeking: City Councilmember

Q1. Bicycling and bike infrastructure enhances quality of life and addresses issues such as affordability, equity, access, health, and the safety of our streets. What can the City of Rockville and you as an elected official do to actively encourage more people to ride their bikes?

A1. Making cycling safer (both perceptually and actually) is one important way to encourage people to ride their bikes. Additionally, there should be safe, feasible bicycling options that would allow people to meet their daily needs (e.g., dropping of children to daycare [I witnessed a mother doing this in Twinbrook], going to work, picking up groceries/dinner, etc.). The group bike rides RBAC sponsors/leads also can help.

Q2. People bike and walk when it's safe, comfortable, and connected to the places they need to go. Rockville's bike infrastructure is still disjointed. In your opinion, where are the most urgent gaps in our bike network and what steps do we need to take to close these gaps?

A2. Although somewhat improved, having consistent, frequent, and accurate wayfinding signage can reduce the disjointedness. In addition to directing people to attractions within the city, it would be ideal if it also directed people to other regional bike infrastructure (e.g., Bethesda Trolley Trail, Rock Creek Park trail, etc.).

Q3. Cities across the country are installing protected bike lanes, bike lanes with physical separation between bike and automobile traffic, to encourage more people to ride and increase comfort for cyclists of all ages and abilities. Studies have shown that protected bike lanes increase roadway safety for everyone – people bicycling, walking, and driving. Do you support the installation of protected bike lanes on Rockville's streets? Do you support installing protected bicycle facilities if it requires replacing a motor vehicle travel lane and delays motorized vehicles by a few seconds? Please explain why.

A3. I do think protected bicycle lanes are an effective and safe way to encourage cycling. One of my favorite routes is along Executive Blvd & Woodglen Parkway where there exists a dedicated and protected bike lane in addition to lanes that accommodate parked cars and moving traffic. I have voiced my support for projects that have improved bicycle access that have led to some impact on vehicular traffic (e.g., Maryland Ave.) and look forward to building upon that example, where feasible. The Maryland Ave. example demonstrated that improving bicycle infrastructure has benefits for more than cyclists. Pedestrians (and other forms of transit that utilize sidewalks) often remarked feeling safer walking along Maryland Ave after the bike lane "buffer" was installed. In addition to the uptick in vehicular congestion, one shortcoming was that the bicycle lanes were/are not protected.

Q4. Voters care about street safety, bicycling, transit, and walking issues. Why should these voters vote for you?

A4. I've experienced street safety (and lack thereof) from multiple perspectives (pushing a stroller with an infant in it, cycling, walking, driving) and have had the good fortune of being present when important decisions were made about street safety (e.g., Vision Zero framework). Voters can look at my voting and

track record to get a sense where my priorities lie with regard to improving street safety for all forms of transit.

Q5. The City of Rockville adopted a Vision Zero Plan in 2020, with the principle that transportation should focus on safety of all road users (cyclists, pedestrians, transit users, and motorists) as a foundation, and that the only acceptable number of deaths and serious injuries on the road is zero. How do you propose to advance Vision Zero in the city of Rockville?

A5. Enforcement of existing traffic safety laws (running stop signs, failure to yield to pedestrians in crosswalks, parking in bike lanes, etc.) is likely most important. Ideal enforcement requires adequate funding for both staffing and infrastructure. Collaboration with County and State partners who own/manage/maintain certain thoroughfares (e.g., MD-355 & MD-586) is necessary to nimbly address those areas where collisions/fatalities cluster and to work proactively (e.g., moving bus stops to areas where there are crosswalks) implement measures to reduce/eliminate the likelihood of a subsequent collision.

Q6. What neighborhood do you live in? Why? Where are your favorite places to spend time in our town?

A6. I currently live in Tower Oaks. I chose to live there because I can easily walk to the gym, grocery store and metro station. I enjoy biking along Seven Locks Rd as it is a relatively safe thoroughfare to bike to get to the Potomac River. We also routinely walk to town center for dessert (and exercise).

Q7. Approximately 5% of the FY 23 Capital Improvement Program transportation program area budget is allocated for pedestrian and bicycle projects. Do you think that the capital budget allocation for bike infrastructure is too much, just right, or too little? Please explain your answer.

A7. As noted in response to question 5, there needs to be sufficient funding to help meet the goals outlined in Vision zero—specifically around enforcement. To do that may require more funding than is already set aside

Q8. Please explain your opinion of the proposed Bus Rapid Transit projects along MD 355 and MD 586, and how bicycling and walking fit into this picture.

A8. Bus Rapid Transit (BRT) is another way to help incentivize people to choose mass transit instead of driving their own vehicle. Less vehicles on the road can reduce the likelihood of collisions of all sorts. Given the significant change that will occur to the roads as the plan is implemented, BRT also provides an opportunity to re-imagine those thoroughfares (MD 355 & MD 586)—effectively a reset—and bring them into the 21st century. Both of those thoroughfares were constructed primarily to efficiently move vehicular traffic with only an afterthought given to non-motorized (e.g., cyclists, pedestrians, wheelchairs) forms of transit. Prospectively incorporating infrastructure that puts increased emphasis on non-motorized forms of transit is one opportunity that the planning and implementation of BRT provides.

Q9. Do you have a biking related story you'd like to tell?

A9. Although the pandemic brought too much loss and disruption (including the temporary closure of my gym), it did provide the impetus to resume longer-distance bike rides which I look forward to doing again once the campaign is over.