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I enjoy walking and biking- not only great commuting options, but these two activities will keep us all healthy. One year I did commute on a bicycle from Derwood area to North Bethesda, via 355; and it was not a pleasant experience. It was the shortest route for me, instead of taking more bicycle-friendly roads. That experience proved to me that we need to set up the infrastructure (bike lanes, wider sidewalks, bicyclist-friendly office parks/buildings) in order to increase the usage of bicycles for commuting. Sidewalks must be present in a city- for safer mobility, especially when it comes to children and seniors.

**Q1. Bicycling and bike infrastructure enhance quality of life and address issues such as affordability, equity, access, health, and the safety of our streets. What can the City of Gaithersburg and you as an elected official do to actively encourage more people to bicycle for transportation and recreation?**

-The city of Gaithersburg can invest more in bike infrastructure; this includes protected bike lanes, installing more bike racks and possibly lockers. Larger businesses/offices buildings need to make it easier for people to commute by bicycle- this can include change/shower rooms, dedicated bike parking areas. The city can promote bicycling through public campaigns, provide information about bike routes. For general promotion, the city can host races and specialized bike rides/competitions (mountain, trick bicycling).

**Q2. People bike and walk when doing so is safe, comfortable, and connects to the places they need to go. Gaithersburg's bike infrastructure is incomplete and 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? Gaithersburg published a [Bicycle and Pedestrian Plan](#) in August 1999. Will you promote creation of a new, up-to-date Gaithersburg Bicycle and Pedestrian Master Plan?**

-I'll start with the second question- Gaithersburg's 1999 plan is 24 years old. Of course, the new plan needs to be created (or updated) that would identify the most urgent needs and provide a roadway to address these shortcomings and to expand bicycling and walking infrastructure in the city. The plan talks about missing sidewalks- still an issue. I think the most urgent gaps are areas that are unsafe and experience higher than average pedestrian/cyclist accidents. We can invest more into protected bike lines; make sure that any new developments have wide sidewalks and bike infrastructure, and continue to connect bikeways to major destinations, so that people are inclined to use it.

**Q3. Cities across the country are installing protected bike lanes, with physical separation between bicycle and motor-vehicle 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 Gaithersburg's streets? Do you support installing protected bicycle facilities even if they require replacing a motor vehicle travel lane and delay motorized vehicles by a few seconds? Please explain your thinking.**

-Yes to more protected bike lanes. A few moments of delay for car traffic are a small price to pay for much increased safety to bicyclists and pedestrians. In addition, some argue that dedicated lanes will improve traffic flow, as bicyclist are not weaving in and out of traffic.

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

-Reducing speeding on residential streets is one of my key campaign issues. When we are home, we want to be safe walking and riding bikes. Transit- giving people choices is the key. Our transportation byways must be set up for different modes- walking, bicycling, public transportation and driving. This is easier to implement with new developments, but even incremental improvements to older roads will bring changes over time.

**Q5. The City of Gaithersburg, unlike the State of Maryland, Montgomery County, and the City of Rockville, has not adopted a Vision Zero Plan. (Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.) Will you lead or support and fund efforts to put in place a Gaithersburg Vision Zero plan?**

-While I think Vision Zero's goal is commendable, we need to study the data to see where the problematic areas are. Then, we need to have all stakeholders- community members, experts, elected officials, transportation authorities to work together to reduce the fatalities/injuries. Creating a dashboard that would track progress and educating young drivers on safe driving skills would be two important elements that I would like to support.

**Q6. What neighborhood do you live in? Where are your favorite places to spend time in Gaithersburg?**

-I live in Pheasant Run neighborhood, right off Longdraft road. It is right next door to my favorite park- Seneca Creek State Park, where I enjoy kayaking and simply walking around, as much as my schedule allows. This park is a true gem, and I visited it long before moving to the area.

**Q7: Gaithersburg residents have identified routes including Goshen Road, Centerway Road, Woodfield Road/MD 124, Montgomery Village Ave, and parts of Snouffer School Road as "very hazardous to cyclists due to having no shoulder/bike lane with heavy and fast traffic. All these roads are major connectors between common areas to cycle." How would you tackle safety on these roads and other Gaithersburg roads like them?**

-Safety improvements are needed to these hazardous routes. The obvious one is providing protected bike lanes, if the space allows. This is probably the most expensive one. Others include reducing the speed limit, giving everyone more time to react; enforcing existing laws; installing brighter streetlights.

**Q8. What is your target for the proportion of Gaithersburg's Capital Improvement Program transportation budget that should be allocated to pedestrian and bicycle improvements? How might the city better tap state and federal funding for projects?**

-I do not have a set percentage in mind, but do believe in leveraging local funds by combining them with state and federal grants and funding. This can be done by having a good working relationship with our county, state and federal partners, so that we (as a city) are able to apply to these funds

when they first become available. Dollars should be used efficiently- by tackling issues that are important to all stakeholders and will have the greatest impact on all members of the community.

**Q9. How should Bus Rapid Transit on MD 355 mesh with bicycle and pedestrian improvements? How will you work with the Maryland State Highway Administration to promote bicycle and pedestrian improvements on Gaithersburg's other state roads, MD 28, MD 117, MD 119, and MD 124?**

-This is probably obvious, but rapid bus stops should be near bike pathways and pedestrian paths. All buses should have high-capacity bike racks. As stated in the previous answer, using state partners/dollars is key to stretching local budgets. Building more crosswalks that are well lit and well-marked, widening sidewalks and building dedicated bike lanes becomes more affordable when there are multiple players involved.

**Q10. Do you support bi-directional, full-day MARC Brunswick Line service? Do you support or oppose creation of the Midcounty Highway Extended (M-83)?**

-No on M-83, which was originally proposed in the 60's. I think we have two great alternatives- 355 and 270 that can use improvements to connect Clarksburg with Gaithersburg better, instead of building another highway. On the full time Brunswick Line- I believe that the Maryland Transit Authority is studying that possibility. If the demand and usage is there, I would support it; however, empty trains and buses add to the cost and do not solve transportation issues.