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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?

As an elected official, I'm committed to actively encouraging more people to embrace bicycling for transportation and recreation. Encouraging bicycling not only improves the quality of life in Gaithersburg but also addresses pressing issues like affordability, equity, access, and health. I believe that by implementing these strategies and fostering a community-wide culture of bicycling, we can create a more sustainable and vibrant city for all residents. These strategies include but are not limited to:

- **Expanding Bike Infrastructure:** In order to have more residents riding bikes as transportation there must be both development of new bike lanes that provide safety and protection throughout all parts of the city and also the expansion of safe and accessible bike lanes, paths, and bike-sharing programs. This infrastructure should be interconnected, making it convenient and practical for residents to use bicycles for commuting and recreation.
- **Launching Education and Awareness Campaigns:** Launching public awareness campaigns that educate residents about the benefits of bicycling, safety measures, and the environmental advantages. Workshops and community events will serve as the centerpiece to help build a culture of bicycling. These events would allow residents to engage with local biking organizations and the city to gather input on bike infrastructure planning and ensure that community needs and preferences are considered.
- **Accessibility and Equity:** Ensuring bike infrastructure is accessible to **all** residents, including those in underserved communities within the city. Implement bike-sharing programs that offer affordable access to bicycles for all income levels, promoting equity in transportation options.
- **Safety Measures:** Investment in safety measures such as well-marked bike lanes, bike racks, and traffic calming measures is necessary to make streets safer for cyclists. Collaborate with local law enforcement to enforce traffic laws that protect cyclists.
- **Integration with Public Transit:** Ensuring that bike infrastructure is integrated with public transit systems, allowing residents to combine cycling with other modes of transportation like buses or trains for longer commutes.

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 would promote the creation of a new Gaithersburg Bicycle and Pedestrian Master Plan because there have been a great number of changes over the last 20 years and an updated plan would reflect the current state of the city's infrastructure. These updates would allow for a more fluid process to studying how to make all parts of the city more walkable and accessible.

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.

I support the installation of protected bicycle lanes on Gaithersburg city streets because without the correct planning and placement, you will not see them being used by residents. In some cases, this will mean greatly modifying lanes for motor vehicles which may cause slight delays but in the long run those delays would be worth it. I say this because on those streets, if motor vehicles have to slow down a little and give "right of way" to bicycles, this would help the city reduce injuries and accidents that may arise because cars would be driving more slowly.

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

As a mother, I think about all of these issues often especially with a toddler that will one day want to ride his bike within the city. Safety is at the utmost importance and I would work to ensure that both children and adults could safely access bicycling, transit, and pedestrian paths around the communities.

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?

I would lead the effort to put Gaithersburg Vision Zero plan into effect because it is an important goal for the city to achieve. In all areas of the city, people must feel safe but most importantly residents have to trust that the roads and neighborhoods are safe enough for their children to ride bikes with friends. In addition, Vision Zero policy would be another way for the city to demonstrate that safety is taken very seriously and is another quality of the community to bring more residents.

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

I live in the Deer Park neighborhood in the city. Some of my other favorite places include:

- Bohrer Park
- Old Town
- Constitution Gardens
- DuVall Park
- Gaithersburg Aquatic Center

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?

These roads present very interesting challenges to making them safe for bicyclists. I think to tackle the safety we must commission a study using the technology the city has to map out these routes and, in some instances, create safer alternatives for bikers. This process would be public and it would require seeking the public’s participation.

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 would need to take a closer look at the numbers associated with the transportation budget to make sure appropriate allocations were being made for pedestrian and bicycle improvements. I think the city could better tap into state and federal funding for projects by seeking out grants dedicated to making communities safer for pedestrians, increasing pervious surfaces, and other incentives or funds dedicated to ADA compliance.

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?

Bus Rapid Transit on MD 355 should mesh with bicycle and pedestrian improvements by making sure this transit is capable of allowing passengers to transport their bicycles with them while riding transportation. In addition, there should be dedicated lanes that are investigated while preparing for rapid transit. This way motorists and bicyclists can be introduced to the new lanes for both buses and other accommodations.

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)?

I support bi-directional, full-day MARC Brunswick Line service because post-COVID we are experiencing an evolving workplace environment that also includes non-traditional report times into office spaces. With full-day service, that would provide more people with options to commute into the city later in the morning which could greatly expand its ridership.

I would have to study the Midcounty Highway extension more closely paying particular attention to the justification for the project to decide if it is truly worth the environmental and budgetary expense.