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Page 1

Q1

Name:

Bruce Harrell

Q2

District/Position:

Seattle Mayor

Q3

Campaign manager and their contact info:

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Q4

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Q6

What's your favorite biking experience or story? (Doesn't have to be about you personally.)

I have been riding a bike since I was 8 and the first award I won in Seattle in a citywide contest was winning a bike. It was my poem which impressed the judges that allowed me to win the bicycle. In my winning poem, I described how I would use my bike to bring elders their medicine and deliver newspapers to the community. I have attached an article to this questionnaire that I have kept to this day and continue to ride and enjoy bicycle travel, see here: https://drive.google.com/file/d/1ho6B8BJhO4oo_l4qM9PyI7gCs-XDkXbe/view?usp=sharing

Q7

Are you a member of a local, state, or national biking, walking, or rolling-related club or organization?

I have been a member of the Cascade Bicycle Club and the Rainier Riders.

Q8

What are the primary issue areas of your campaign platform?

My main focus is solving the homelessness crisis, delivering effective public safety for all communities, rebuilding our economy with opportunity for all, creating a connected, synergistic transportation system, and taking on the climate crisis. Most importantly, I am running to rebuild trust between our city government and the people it serves.

Q9**Yes**

A growing number of studies recognize that bike riders are good for business. Businesses located on streets designed for walkers and bikers, instead of solely for vehicles, witness increased spending and property values, which attracts even more economic development to the street. Speed-calming and walking/biking improvements result in more foot traffic and heightened desire by patrons to spend time in the space. As an elected official, will you support projects in your community that transform streets and roadways from places designed for cars to places designed for people and business patronage?

Q10

Yes

Research from the 2014 Task Force on State Parks and Outdoor Recreation shows that the single best way to transfer wealth from urban areas to rural areas in Washington state is through outdoor recreation. Additionally, walking, jogging, and bicycling are three of the four top recreational activities as measured by how many days per year people participate in the activity. Bicycle riders alone spend over \$3 billion in the Washington state economy annually. Do you support local and state investments and policies supporting bicycle travel and tourism, so local chambers, tourism bureaus, and businesses can grow the \$3 billion that bike riders currently spend each year throughout Washington's economy?

Q11

Additionally, what strategies do you think are most important to grow our economy through outdoor recreation, specifically bicycling tourism?

It's critical we build out our bike network and make it safe and accessible across the city. Connecting our local bike network to bike trails across the county, through pathways like the Mountains to Sound Greenway Trail and the Burke Gilman Trail, allows tourists and residents to make the most of our region's scenic trails. I support completing the Bicycle Master Plan and continuing to expand out the infrastructure needed to ensure a safe and comprehensive network that all can use.

Q12

Yes

Washington's Safe Routes to School program funds improvements and educational programs that give more children opportunities to bicycle and walk to school safely. These programs include sidewalks in neighborhoods, safer street crossings and trails, as well as physical education classes that teach children the basics of safe bicycling and walking. As childhood obesity rates have tripled since 1963 (and rates of children walking and biking to school have plummeted from 48% to now 13%), creating safe routes to walk and bike to school is crucial for helping our children get the CDC-recommended 60 minutes of physical activity each day. Do you support growing Safe Routes to School investments - including sidewalks, trails, and engineering for safer speeds - in your community?

Q13

Additionally, what safety improvements do you see are important in your own city/town to help encourage and teach children to safely walk and bike to school?

For parents to be comfortable with their children biking to school, they need to know that our bike routes are safe and protected. In the past, I supported legislation on the City Council that would require any major paving projects to also include protected bike lanes. This is the same approach that we must bring, in addition to building out the Bicycle Master Plan, and continue to invest in our infrastructure. We must also ensure children have a safe place to learn to ride – away from cars and traffic. We should also fund programs that encourage biking and help provide kids with bikes who otherwise would not have access.

Q14**Yes**

We know that access to biking is not equitably distributed and that barriers to biking are felt more acutely by people with lower incomes and people of color. Do you support policies that will help dismantle barriers to biking and walking safely, such as changing punitive and disproportionately enforced traffic laws?

Q15

Investments that promote active living help reduce rates of obesity, cardiovascular disease and diabetes, while providing big health and economic benefits for communities. Studies have found that health care costs associated with physical inactivity decrease by almost \$3 for every \$1 invested in safe pathways for people walking and biking. How will you grow investments in bikeways, sidewalks and trails in your state/county/city/town budget?

On the City Council, I supported levies and their implementation that allowed us to make significant investments and improvements in safe sidewalks and our cycling infrastructure, including the Bridging the Gap Levy and the Move Seattle Levy. As Mayor, I will make sure our transportation levies are designed with these methods of transportation at the forefront – fighting for significant investments in community-informed transportation projects that expand accessibility and opportunity. I will also call on the Legislature to move away from its ill-informed fixation on funding highway projects and instead call for record investment in safe sidewalks, bicycle lanes, transit networks, and infrastructure to connect them all.

Q16**Yes**

In 2012, Washington Bikes championed legislation in Olympia that gave cities and towns the authority to set speed limits to 20 miles per hour on non-arterial streets. The legislation encourages neighborhood safety improvements by removing the requirements for traffic engineer studies and simply allowing jurisdictions to make the decision to set safer speed limits in their communities. Reducing speeds by just five miles per hour can be important to ensure the safety of all street users, especially children and the elderly. Studies show dropping the speed limit from 25 mph to 20 mph in neighborhoods has the greatest impact for the lives of children under 14. We know reduced speed limits result in fewer collisions, a reduction in injury severity due to slower speeds at impact, and safer streets for everyone. Do you support setting safer speed limits on non-arterial streets to 20 miles per hour in your community?

Q17

Yes

Seattle's citywide transportation network contains numerous "pinch-point" bridges. Currently all are, to varying degrees, hostile to people biking, walking and rolling - requiring people of multiple modes and speeds sharing very constrained space - in the exact places where no alternate routes exist. Upgrades to several bridges are in various funding and planning stages. Will you work to ensure that as upgrades to Seattle's bridges occur, functional multimodal elements including robust protected bike lanes or shared use paths are included?

Q18

Yes

Streets illustrated acknowledges paint and post are interim bike lane treatments. Yet most new "protected" bike lanes in Seattle use this treatment. Do you support adding real protection to the citywide bike network?

Q19

Yes

Will you support identifying funding in your first term to advance these projects: - Georgetown to Downtown bike connection. - Protected bike lanes on Martin Luther King Jr. Way (Rainier Ave to Henderson Ave).-Beacon Ave. bike connection.

Q20

Yes

Since 2014, SDOT has been planning for protected bike lanes on Eastlake as part of the Rapid Ride J Line project. The bike lanes will fill a long-standing gap in the bike network between north Seattle and downtown. SDOT has exhaustively evaluated all alternate options to connect these two areas of the city by bike, and determined that protected bike lanes on Eastlake are the safest and most intuitive route. Do you support building protected bike lanes through Eastlake, for the entire route, and will you work to ensure that the project is not further delayed?

Q21

Yes

In 2015, voters approved the Levy to Move Seattle to provide funding for, among other investments, a citywide network of protected bikeways. The 2018 "levy reset" scaled back commitments to some Move Seattle programs, including the biking, Vision Zero, and pedestrian programs. If elected, during your term you will vote to place the Move Seattle Levy's successor onto the ballot. Will you support a transportation levy that more aggressively funds projects and programs that will make it easier to walk and bike in Seattle?

Q22

The Vision Zero movement is based on the belief that roadway deaths and serious injuries are unacceptable and preventable. Yet, in 2020 alone 24 people died on Seattle streets, 14 of whom were walking, biking, or rolling. Already this year 13 people have been killed in Seattle while biking, walking or rolling. Over half were in District 2 (statistics as of July 22, 2021). Seattle is failing to deliver on Vision Zero commitments. If elected, what will you do to put Seattle back on track to eliminate traffic deaths and serious injuries in the city of Seattle?

I was a strong supporter of Vision Zero on the City Council, and as Public Safety Chair advocated for greater investments towards needed infrastructure investments to ensure cyclist and pedestrian safety, including a goal of a connected network of 100 miles of protected bicycle lanes and 250 miles of neighborhood greenways over the next 20 years. As Mayor, Vision Zero will be a major element of my approach to transportation and my work with SDOT.

I have also demanded transparency in how we deal with accidents. In 2010, I created the City's initiative to publish data such as collision information in an open format that allows the public to use city data to enhance openness and safety. I also required reporting information in unprecedented levels. It is completely unacceptable that we continue to see the same tragedies occur on the same streets and in the same neighborhoods. Looking at the data, we know where the problem is, and we know what the solutions are. I will bring needed urgency to addressing this challenge.

Q23

Transportation emissions make up a quarter of fossil fuel emissions in our region. Addressing the climate crisis requires a reduction in vehicle miles travelled along with vehicle electrification. What policies and investments will you champion to encourage more people and more trips by foot or by bike?

Reducing transportation emissions is crucial to our mission to defeat climate change. I absolutely support reducing the number of car trips we take through better planning and access to transit, sidewalks, and bike lanes. As we recover from this pandemic, we have to get transit back on track – increasing frequency of service, broadening route options, and working to better connect different methods of transportation to each other and to the communities they serve, especially BIPOC and low-income communities.

We have to look at transportation comprehensively – investing in a variety of solutions like safe sidewalks and bike lanes, electric charging infrastructure and expanded access to e-bikes, and connections to large rail projects, like expediting ST3 and making Cascadia high speed rail possible. For too long automobiles have been the top focus – in our transportation system priorities locally to the transportation packages passed at the state level. During COVID, we've seen how transitioning some parking spaces into outdoor seating areas has revitalized our neighborhoods, and I would look for other opportunities to creatively repurpose car-focused infrastructure – making our streets more people, pedestrian and cyclist focused.

Q24

Yes

The Burke-Gilman Trail is the most used non-motorized transportation corridor in Seattle. It runs continuously from Golden Gardens to Bothell, except for a dangerous 1.2-mile gap through Ballard known as the "Missing Link." The litigious debate about how to complete the Missing Link has stretched for two decades. In 2015 the city embarked upon an EIS process to thoroughly evaluate multiple options to complete the Missing Link. Based upon rigorous analysis, the substance of which has been upheld against legal appeal, the city selected as its preferred alternative to complete the Missing Link along the original Shilshole route. Throughout the EIS process and among thousands of public comments, 77% of commenters supported the route along Shilshole – it being the most simple, safe, and connected route. Since then, the city has undertaken further analysis that has shown no safety or economic impacts to business along Shilshole, should a trail be built. Do you support completing the Missing Link along the city and community preferred route, at grade along Shilshole?

Q25

Please share any work that you've done to make your community more bike-friendly?

On the City Council, I was a regular supporter of building out our bike infrastructure and creating a more bike friendly city. In addition to my previously mentioned work on the Move Seattle Levy, I supported multiple ordinances to expedite and improve our bike network infrastructure development. These include Resolution 31894, which called on the mayor to commit to building out the Bicycle Master Plan and identify funding for necessary projects not funded by Move Seattle; Ordinance 125902 which was mentioned above as building protected bike lanes as we do additional infrastructure work; Resolution 31826 which established an implementation schedule for the Seattle Department of Transportation to complete the Seattle Center City Bike Network.

I worked to explore Bike Share options, keep the Bicycle Master Plan updated, and advocated for tens of millions of dollars in bike improvements. I'm proud to have been endorsed by the Cascade Bicycle Club in 2007, 2011, and 2015, as well as a financial supporter at many of their events in order to support their cause.
