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Q1

Name:

Lorena González

Q2

District/Position:

Mayor of Seattle

Q3

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Q6

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

I recently biked to an interview with Brandi Kruse, and she seemed rather surprised I wasn't arriving by car

Q7

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

No

Q8

What are the primary issue areas of your campaign platform?

Homelessness and affordable housing, re-imagining policing, creating an equitable 15-minute transit friendly city

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?

More public transit access to hiking and biking trails.

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?

The 2024 comprehensive plan will give us an important opportunity to emphasize safe walking and biking infrastructure throughout the city.

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?

I've worked on the Council to restore funding for new bicycle infrastructure, specifically Georgetown to South Park Trail, Corrections on East Marginal Way. Bike infrastructure will be a priority in my administration's budgets.

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?

We must finish the Bike Master Plan and provide for sidewalks in every corner of Seattle. It’s no mistake that South Seattle has the highest concentration of people of color in the city, has some of the least complete sidewalk and bike infrastructure, and is home to the most dangerous streets and highest pedestrian injury and death rates—it’s the result of a legacy of underinvestment we must rectify. Dedicated bike and walking lanes, road design to discourage dangerous driving and speeding, and other measures will reduce conflicts between road users, increasing safety and encouraging more to walk and ride—it also will help everyone get where they’re going faster.

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?

I support ending exclusionary zoning and creating a 15-minute city with more dense affordable housing where people can get around by biking, walking, and transit.

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?

In addition to what was mentioned in Q15, I worked to pass public benefits related to street and alleyway vacations that create more bike-ability and walk-ability.
