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Q1

Name:

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Q2

District/Position:

Seattle City Council Position 8

Q3

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Q6

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

We held an amazing bike fundraising event in July for the campaign beginning in West Seattle with a stop at Sculpture Park on the waterfront and then headed to a brewery in Ballard. It was our first in-person event and it was amazing to see so many faces I hadn't seen in months to over a year. In the end, we were over 30 riders strong and able to take a lane on the Ballard bridge. Candidly, it was truly scary going over that Ballard Bridge because we had kiddos and seniors joining us and cargo bikes and trailers-- there was no way to bring those trailers on the sidewalk. We took a lane and we did it as a group because we had strength in numbers. So many of our riders came out and have never accomplished something like that-- it was many of our first time's in the lane over the bridge. It was definitely memorable. I come from an organizing background and that event was an organizing opportunity. That event was so important for us to all see how scary it is for cyclists not to have a protected bike lane and to ensure moving forward that every person in this city regardless of age or neighborhood can ride across our city safely.

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?

My priorities are to address the growing housing crisis and economic resilience for our Seattle families, workers, and small businesses. I am proud to have built the coalition, drafted the policy and led the passage of the JumpStart revenue bill through a broad coalition of labor, business and community, that brings in over \$214 million a year for housing and homelessness ($\frac{2}{3}$ of the funding) and economic resilience and equitable development ($\frac{1}{3}$ of the funding). With the expected infusion of reliable revenue and serving as Budget Chair, I protected against city staff cuts, austerity budgeting and preserved core services to our most vulnerable - including preventing supply cuts and fleet reduction proposal at SFD - while positioning us to protect and reopen our economy in a more equitable way. To achieve economic resilience, I will work diligently for equitable access to help for small businesses, support for low workers, and investments in economic activity to create greater resilience across our city. Investments in childcare and out-of-school activities will support workers and small businesses get back back to work safely. You can learn about my priorities in more detail on my campaign website. Teamteresa.org

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?

Seattle has a huge potential to grow our economy through outdoor recreation and bicycle tourism - even encouraging residents to use a bike and enjoy/explore their own city. This is why I fought hard for additional shared bikes in our city, the ability to expand the shared bikes to scooters, so that more people got out of cars and reduced pollution and congestion in Seattle. In order to fully tap into this potential, we first must make sure that biking in Seattle is safe and accessible to all. This will include investments in creating and maintaining safe bike lanes with space from heavy traffic on roads that are the most accessible, and that's why I have fought for the full implementation of Move Seattle and the Vision Zero commitments. Additionally, bringing in communities of color into outdoor recreation, which historically has been disproportionately white, will be an important point of growth within our economy. Tapping into outdoor recreation and bicycling can be an important part of growing our local economy, and I commit to advocate for such measures on the City Council.

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?

We don't have connected bike lanes or connected sidewalks. That infrastructure must be prioritized, and we must keep our commitment to voters and carry through on our Move Seattle and Vision Zero promises. Creating road diets, and ways get cars to slow down and physically removed from areas where pedestrians and cyclists are is crucial in order to ensure that our children can safely walk and bike to school. This will involve investments in creating safe bike lanes and pedestrian corridors, which is already underway through the Seattle Pedestrian Master Plan. But additionally, we must make sure these investments are equitable and placed in the communities that have been marginalized and have the greatest need for infrastructure improvements.

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?

As your City Councilmember, I will work toward a goal where no one needs a car to access all areas in Seattle. Where everyone has equitable access to transit, accessibility and mobility options. Transit and safe streets are critical to achieve a safe, livable, and green Seattle. Solutions include:

Complete the cycling infrastructure master plan to connect our communities, workplaces, and commerce.

Support Transit Oriented Development for housing and businesses to create more walkable, livable communities.

Build more sidewalks to promote safe routes to schools and safe walkways for those using strollers, walkers or wheelchairs.

Improve our roads by slowing traffic in residential areas, filling potholes and fixing unsafe surfaces.

Expand the bus pass program for essential workers needing to get to workplaces and stay connected to community.

Maintain Stay Healthy Blocks, provide the necessary equipment to street permit holders to close the blocks, and assist residents to maintain and start Stay Healthy Blocks, especially in areas without adequate open space.

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?

Car-caused deaths and serious injuries are preventable. There is no excuse. In order to achieve Vision Zero, I will continue to invest in infrastructure and safety improvements that move more people around our city in truly protected lanes, to encourage more people to get out of cars and into transit or alternative/cleaner modes of transportation. Committing to a Seattle that is more walkable, bikeable and safe means slowing down traffic across our city and vacating more streets to create space for safe routes, community events, and social cohesion. By placing a greater emphasis on street vacations for pedestrian, bike, and non motorized mobility, we can ensure that people moving throughout the city are safe and secure in their travels. The public benefit to our community, safety, traffic flow, and infrastructure will be prioritized and I plan to utilize the Social Equity Impact assessments to ensure we eliminate traffic deaths and serious injuries.

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?

Transit accessibility is a climate and equity imperative. In addition to making transportation options easier and more available beyond just busing will connect people with their schools, jobs, and communities, further encouraging public transportation use, we must make it possible for more people to actually live in the city. We need to eliminate exclusionary zoning and allow for housing across our city by changing single family zoning to residential zoning to allow for more multifamily structures by establishing Residential Zoning instead. This will also lead to less reliance on cars and carbon emissions if more people can live in the city, ride the bus, bike or walk to their destinations instead. And ultimately sharing our commutes will build community through proximity and interaction. When we care for our shared means of transportation and demand safer, greener modes of traveling, we all benefit from a cleaner environment and tighter community! Transportation is one of the biggest issues facing our region. Traffic is gridlocked and we need to do everything we can to get cars off the road and get people using alternative transportation solutions such as light rail, cycling, public transit, and walking. I want to invest in community transit hubs and transit oriented housing to create more walkable communities in Seattle. We need to make permanent the network of safe streets - and these should be made permanent with permanent structures to prevent signs from just being moved or knocked down. I will be sponsoring this funding in the American Rescue Plan Act as well. I am committed to making Seattle a more walkable and accessible city, as traffic in our region has steadily increased, creating disparities in our zip codes that dictate our mobility throughout the city. In order to accommodate our increasing population and promote equity, pedestrianizing streets and improving accessibility is a key issue - and that means making it accessible and inviting to all ages, languages, ethnicities, genders, race and abilities. We need to make sure we have safe, connected sidewalks, safe routes to school, dedicated, protected bike lanes, greenways, smart transportation grids that holistically address traffic and gridlock. We can do more in Seattle to create a comprehensive system that connects our communities to where we need to be.

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?

I've worked on making our streets more accessible and safe to families and single riders. We need to reduce our reliance on cars for the environment, our health, and our communities' connectedness. While on council and in response to COVID-19, I've supported Seattle's Stay Healthy Blocks which has created open spaces for people to walk, roll, and play in calm neighborhood streets while remaining socially distanced, and as Chair of the Budget Committee I supported every single MASS Coalition budget requests to build pathways, connections and safe lanes to connect Seattle. I will continue to fight for infrastructure that connects our communities safely, for all Ages, Languages, Ethnicities, Genders, Race and Abilities
