

1. Biking is booming in Durham. Three times as many Durhamites get around on two wheels today as did a decade ago. We have twice the national average of bike commuters and the second highest rate in the state, after only Carrboro. Our infrastructure, however, is a different story. We have only half the national average of bike lanes and paths and only a third the regional one -- 0.6 miles of bike lanes and paths per square mile versus 1.2 nationally and 1.8 in the Triangle. Why do you think Durham's bike infrastructure is so far behind? What can we do to catch up?

I am excited to hear that so many Durhamites are biking! I am not sure why Durham is not keeping pace with the national and regional movement toward more bike lanes, but it is a problem- especially for a City that prides itself on being a progressive leader in North Carolina and the South.

I have a few thoughts on the matter. First, the current city bike and pedestrian plans are almost 10 years old. They need to be updated 1) to reflect current and projected growth, and 2) so that we as a community can evaluate how much progress we have made (or not made) in implementing these plans. Moreover, I agree with the recent Bike Durham policy paper that updating these plans could provide a good opportunity to broaden the conversation in our community about Complete Streets and gain stronger city commitments to align these bike and pedestrian plans with other city design plans. I would also argue that the city needs clear goals and benchmarks with timelines to be evaluated annually for progress.

2. "Complete Streets" is a road design philosophy which holds that streets should be built for all users, not just car drivers but pedestrians, bicyclists and transit users. Durham adopted Complete Streets as a policy in the 2009 Comprehensive Plan, but has not yet taken the steps to implement it as a practice within the Departments of Public Works and Transportation. What is your position on Complete Streets? Do you support its implementation city wide?

I completely support the growing coalition of Complete Streets advocates in Durham, and the goal that "all Durham streets be safe for everyone, regardless of whether they are walking, biking, taking transit, or in a car." I especially appreciate the emphasis on stakeholder engagement in the Complete Streets advocacy community.

I believe the City should have a firm commitment to this type of holistic treatment of transportation infrastructure and urban design to facilitate greater safety, accessibility, and connectivity. I support Complete Streets being fully implemented city-wide, but would prioritize communities with higher levels of pedestrian activity, which evidence indicates are disproportionately poor communities of color.

I am very interested in learning more about the barriers/resistance to implementing Complete Streets as a practice in Durham. Is it adequate staffing resources? Implementation cost? Political will? I suspect it is some combination of those three, and am excited about working with

the bike-ped community to better understand the role of City Council in breaking down these barriers and moving towards real progress.

3. The last year has been a tough one for Durham's cyclists. Four bikers were killed by vehicles, making our cycling fatality rate eight times the national average for a city our size. We work with many new cyclists to encourage and support them, and what we're hearing from them is that they're scared. Many have reconsidered their plans to start biking to work in light of the recent news. What would you say to these cyclists to assure them? What can Durham do to keep its cyclists safe?

I share these fears and concerns, and I am deeply sorry for these tragic deaths of cyclists in our community. I am committed to improving our cycling infrastructure so that those who do choose to bike in Durham will be more safe. Improving bike lanes and signage, reducing speed on roads where cyclists are common, implementing road diets, improving safety at intersections, and changing the culture in our community regarding cycling and driving are all critical steps. As mentioned above, I believe broadly implementing Complete Streets design is an important way to reach many of these goals.

I would say to cyclists: 1) thank you for choosing to bike and contributing to a healthier and more sustainable Durham, and 2) don't give up without a fight. We absolutely need sustained bicycle and pedestrian advocacy with a wide range of community partners in order to make our streets safer. I believe that in Durham, if an issue becomes a strong enough community priority it will eventually become a political priority. If elected, I would commit to listening to, and standing with, these community advocates.

4. Durham has grown tremendously over the last decade, and all signs point towards that pace increasing. Our downtown area in particular is much more dense, with condos and apartment complexes springing up on virtually every open piece of land. What is your vision for the transit needs of future Durham? What can we do now to accommodate Durham's new growth and density?

The Triangle region is one of the fastest growing areas in the country. As more people move to the area, we will continue to add density, and we must do so in a way that is well-planned, equitable, and sustainable. I believe that improving transit infrastructure is absolutely key to smart growth, and will improve the health and safety of the next generation of Durham residents and the livability of our community. We cannot continue planning and development that only takes car transportation into account. This is an important moment in Durham to ensure that this changes.

I am open and receptive about the best way to usher in this change, but I believe it must include transit evaluations in development review, integration of transit infrastructure planning into other planning process (such as the compact neighborhood tier planning around the proposed rail

corridor) and an honest conversation about what staff and other budget resources are necessary to ensure our City's current and future transit needs are adequately planned and funded.

5. Tell us honestly: would you consider a bike as your means of transportation to 101 City Hall Plaza? Don't worry, we don't expect or even want everyone to answer yes -- we know that everyone's situation is different -- but we'd like to hear how you assess the benefits and risks of biking in the Bull City. (If you do want to try, we'd love to have you at one of our cyclist education classes.)

I am really nervous about riding bicycles in the central city, because I am terrified of cars. The American Tobacco Trail is much more my speed. However, I would commit to taking a Bike Durham cyclist education class with my son Elias, who is 8. I also love walking and live close to downtown, so I can promise to be a visible pedestrian city councilperson.