



2009 Candidate Questionnaire

Please return as soon as possible.

Cascade Bicycle Club is the nation's largest nonmotorized policy, advocacy, and education organization – 11,000 members strong and growing. The organization is comprised of a thirteen-member Board of Directors, twenty-two staff, eleven-thousand members, and thousands of volunteers.

Mission

The Cascade Bicycle Club is dedicated to promoting a more bicycle-friendly environment and more livable communities through advocacy, education, and world-class bicycling events (like the Seattle to Portland Bicycle Classic), thereby *“creating a better community through bicycling.”*

Goals

- Getting more people riding, more often, more safely.
- Increasing the voice and visibility of Cascade Bicycle Club members and constituents in order to improve facilities and the environment for bicyclists.
- Promoting bicycling for transportation.

The purpose of our endorsements is to ensure that our publicly elected officials are supportive of promoting a more bicycle-friendly environment and are educated on how best to do so. We will support those candidates whom we believe will best and most effectively assist us in achieving our mission. Accountability to our more than 11,000 members and the community at large is of paramount importance to us and to achieving our mission.

Criteria for Endorsement

The following questions relate to the Cascade Bicycle Club's criteria for endorsement. Our criteria include the following:

1. Is the candidate viable/electable?
2. Did the candidate answer the questions asked and make his or her positions clear and unequivocal in the questionnaire?
3. Does the candidate have a record of public support or opposition to our issues?
4. Does the candidate demonstrate an openness and willingness to learn, and is he or she approachable and accessible?

Questionnaire Information

I request that the Cascade Bicycle Club consider my candidacy for endorsement and/or support.

Candidate Name: Richard Conlin

Candidate Signature: _____ Date: _____

Election Information

Office Sought: Seattle City Council District/Position: 2

Campaign & Candidate Information

Campaign Name: People for Richard Conlin
Address PO Box 22318 Seattle, WA 98122
City/State/Zip:
Campaign Phone: 2069542322
Campaign E-mail: Conlin2009@gmail.com

Additional Campaign Information

1) Please list the endorsements of note you have received or anticipate receiving.

Received so far: Sierra Club, 11th District Democrats, Seattle/King County Association of Realtors, IUOE Local 609, IFPTE Local 17

Anticipated: Washington Conservation Voters, other Democratic District organizations and Labor organizations, Alki Foundation

2) What is your Primary campaign budget? NA Raised to date? \$80,000

3) What is your Total campaign budget? \$180,000

Mail, fax or e-mail the completed questionnaire to:

Cascade Bicycle Club fax: 206-522-2407
PO Box 15165 david.hiller@cascadebicycleclub.org
Seattle, WA 98115

Candidate Information (Personal/Political Background)

Relevant information should include:

- Your personal background/history/education
- Elected offices you have sought and/or held, include dates
- Election results from past races
- Appointed offices you have held, and the body or individual responsible for the appointment
- Community/volunteer experience
- Membership in CBC and other cycling organizations; memberships in other non-profits.
- Have you participated in any CBC events, such as the annual rides to Portland (STP) or Vancouver (RSVP)?
- Do you commute to work, school or errands by other means than single-occupant vehicle?

See attached resume.

My volunteer activities include Board Member, Positive Futures Network, former Board Member, Bikeworks, PCO 37th District, former Board Member, Northwest Energy Coalition, founder, Sustainable Seattle, numerous other civic activities. I am a member of CBC and many other non-profits. I have done the STP and some other rides with CBC. I normally commute by bicycle during good weather and by bus at other times, and do as many errands and events as possible via my bicycle.

Endorsement Questions

Revenue & Funding

Funding for enhancing transportation choices has always been constrained. In the Puget Sound region's urban centers, bicycling is the fastest-growing form of transportation. According to the American Communities Survey and the US Census Bureau, bicycling trips grew 27% and walking trips grew 15% in Seattle from 2000 to 2005. Unfortunately, these modes are funded at a rate that is a fraction of their share of all trips.

In addition to being the fastest growing commute modes, the Puget Sound Regional Council's 2006 travel survey showed that 8.6% of all trips in the central Puget Sound region are made by bicycling and walking. Considering the lack of facilities in so many communities, it's promising that such modest investments in bicycling and walking have increased trips made on foot and by bike, reducing long-term infrastructure costs.

Are you committed to enhancing support for the development and maintenance of bicycle and pedestrian facilities that encourage more trips be made by walking and bicycling? Would you still be supportive if it meant less money spent on new roads and capacity for cars? Finally, how many cents from every local transportation dollar do you believe should be allocated towards nonmotorized transportation?

Yes, I am strongly supportive of full funding for bicycles and walking, and endorse full implementation of the Seattle Bicycle Master Plan and the Seattle Pedestrian Master Plan. I am very comfortable with doing so and reducing funding for new roads and capacity for cars. The percentage number is hard to calculate – do you count Sound Transit and state funding? And how do you evaluate repaving of local arterials, which is generally categorized as for automobiles, but also really benefits the safety and efficiency of bicycle travel. My key conclusion is that whatever percentage is right, we are below it now, and must find more funding for bicycle and pedestrian travel. My work with the Citizens Transportation Advisory Committee prepared the way for the Bridging the Gap levy, the largest source of funding for bicycle and pedestrian facilities that Seattle has ever had. Before BTG provided funding, every year from 2002 to 2006 I sponsored and secured approval for additional funds for bicycle and pedestrian facilities in the City budget process.

Land Use & Growth Management

Compact neighborhoods and mixed-use centers do more than foster connections between friends and neighbors. Research has shown that people living in pedestrian and bicycle-friendly areas drive less and bicycle and walk much more than their counterparts living in auto-centric sprawl communities. Lack of physical activity has severe public health consequences (L. Frank, et al, 2006), with rates of obesity, and chronic and cardiovascular disease all higher in sprawl communities. Further, good planning will be an essential part of maintaining climate protection and VMT (vehicle miles travelled) reduction strategies required by state law. Smart growth can reduce greenhouse gas emissions from transportation while alleviating pressure to build new highway lanes.

Do you support using zoning codes to promote compact, sustainable development that makes bicycling a more convenient transportation option? If so, how? (Provide examples)

Yes. My work on the Council has always been focused on this, which is our key way to implement the Growth Management Act and creating better, healthier, and more environmentally sustainable neighborhoods in Seattle. From moving the Neighborhood Plans through the Council in my early years to getting the Parks for All levy on the ballot and approved by the voters, this has been a key part of my work. In the future, I want us to concentrate on transit-oriented development and growing more sustainable, compact communities around transit nodes, then linking those nodes by effective bicycle and pedestrian facilities in addition to the transit opportunities. I have supported a variety of zoning changes and improvements to the zoning code that move in that direction, such as the rezones on Capitol Hill and in the Interbay neighborhood, and will continue to do so.

Mode Priority

Streets are the souls of our neighborhoods and the pathways to the region's destinations. But, streets are more than just car corridors; they are valuable civic spaces, resources, which must be wisely allocated. Unfortunately, our streets are managed almost entirely for traffic flow, with neighborhoods and business districts buckling under increasing amounts of dangerous car and truck traffic.

In the early 1970's Copenhagen inverted its planning hierarchy, followed in 1982 by Amsterdam. Similarly, in 1996 Vancouver, B.C. chose to prioritize walking, biking, transit and goods movement, while limiting single-occupancy vehicle accommodation. Ten years after implementing that policy, miles driven have decreased 29% - though the number of all trips increased 23%. At the same time, there was almost no increase in congestion.

This practice of putting people and places ahead of cars is called "mode priority." Mode priority changes how we allocate road space, fund projects and commit resources. Moreover, it is the guiding doctrine that transformed car-choked cities in Europe into world leaders in mobility and livability.

In what order would you prioritize the allocation of space, funding or access to our public rights of way? What obstacles do you see to adopting policies like the one described above in your community? Are there urban villages or transit centered neighborhoods where you think this policy is viable?

Much of my work has involved changing mode priority, including developing an Arterial Traffic Calming policy which created the opportunity for neighborhoods to speed bumps and traffic circles on arterials to slow traffic down and create a more pedestrian-friendly environment. I have also advocated and supported road diets and the parking tax to change the signals that are given to people about the priority given to automobiles. I will continue to advocate and support this kind of mode priority. I am looking for ways in which to implement woonerfs, measures that give priorities to bicycles such as separate traffic signals that give advance greens and bicycle boxes such as those used in Vancouver and Victoria. I look forward to continuing to work with Cascade to find ways in which to implement other measures that will lead to better mode priorities.

There will always be those who are concerned about shifting priorities. The key to working with people who are not interested or willing to use bicycles is to provide other effective alternatives to the single-occupancy vehicle, such as great walking connections and excellent and frequent transit.

The right-of-way is one of our most valuable possessions, and is held in trust by the City for the benefit of the public. It should not be treated as dedicated to automobiles (indeed, there were not even automobiles in existence when much of was platted), but as a public asset to be deployed so as to benefit our long-range policy priorities.

Multi-Use Trails

Multi-use trails are the most visible and popular bicycle facilities in many communities. Regional trails like the Burke-Gilman and Interurban Trails are nationally recognized. Trails increase recreational opportunities and, when properly planned and located, are viable commuting routes.

What position do you hold on any proposed or planned multi-use trails in your jurisdiction? What previous positions, stances or votes have you made or taken? Please identify the trail(s) you refer to in your answer.

What, if any, other specific bicycle and pedestrian projects are planned in your jurisdiction, or are likely to come up during your tenure if elected, and what is your position on each?

As Chair of the Transportation Committee, I strongly and publicly supported and moved through the Council the controversial missing link (Green Route) of the Burke-Gilman Trail through Ballard's industrial area. I also initiated and I will support the recommendations of the Bicycle Collaborative to implement better bicycling facilities throughout Seattle. I have worked to complete the Interurban Trail, and secured funding to begin the Linden Avenue Main Street project which will fill in the missing link in the Bitter Lake neighborhood. I will continue to support trails and pedestrian projects. As the Council lead for the SR 520 project, I consistently championed the inclusion of a bicycle/pedestrian lane as part of the design for the new bridge, and we have been successful in embedding this in the final plan.

Bicycle Commuting and Employers

Between 2000 and 2008, the Puget Sound region witnessed a tripling in the number of riders in Bike to Work Day and Bike Month, and steady growth in the percent of trips made by bicycle. Many employers now recognize that supporting bike commuters, and employees who split their commute between bike and transit, is a smart business strategy, attracting talent and translating into better employee health, fewer sick days and higher morale. In fact, recent studies showed that regular bicycle commuters reduce their risk of heart attack and stroke by 50 percent and enjoy 14 percent fewer claims on their health insurance.

Finally, by making modest investments—like providing bike storage, showers and lockers—employers can also cut costs associated with employee transportation, such as parking, which are many times more costly to build and maintain.

How will you work with employers in your jurisdiction to encourage more bicycle commuting and commute trip reduction (CTR) programs in the region?

As governments are themselves larger employers, how will you demonstrate leadership in promoting bicycling as transportation among your workforce?

I regularly participate in Bike-to-work month, and will continue to demonstrate my leadership and encourage others to participate, not just during Bike-to-work month, but as often as possible. I am proud to be a bicycle commuter, and have been so for more than 20 years. I fully support funding for CTR programs, and have encouraged implementation of programs that reduce required parking, as well as the creation of the parking tax. The parking tax and the implementation of parking pay stations have resulted in significant disincentives for automobile use, and provided funding and encouragement for bicycle commuting.