



Creating a Better Community through Bicycling

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: Dow Constantine

Candidate Signature: Dow Constantine Date: 5/9/09

Election Information

Office Sought: King County Executive District/Position: NA

Campaign & Candidate Information

Campaign Name: Friends of Dow Constantine

Address: PO Box 16285

City/State/Zip: Seattle, WA 98116

Campaign Phone: 206-484-7921

Campaign E-mail: info@dowconstantine.com

Additional Campaign Information

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

Sen. Lisa Brown, Senate Majority Leader, 3rd LD
 Sen. Ken Jacobsen, State Senator, 46th LD
 Sen. Karen Keiser, 33rd LD
 Sen. Joe McDermott, State Senator, 34th LD
 Sen. Ed Murray, State Senator, 43rd LD
 Sen. Kevin Ranker, State Senator, 40th LD
 Rep. Eileen Cody, State Representative 34th LD
 Rep. Bob Hasegawa, State Representative, 11th LD
 Rep. Sharon Nelson, State Representative, 34th LD
 Rep. Tina Orwall, 33rd LD
 Rep. Geoff Simpson, State Representative, 47th LD
 Rep. Brendan Williams, State Representative, 22nd LD
 Snohomish County Council Chair Mike Cooper
 Burien Mayor Joan McGilton
 Normandy Park Mayor Shawn McEvoy
 Tukwila City Councilmember Joe Duffie
 Tukwila City Councilmember Verna Griffin
 Former Covington City Councilmember Rebecca Clark
 Port of Seattle Commissioner Gael Tarleton
 ATU Local 587
 Vashon-Maury Island Democratic Club
 34th LD Democrats

- 2) What is your Primary campaign budget? \$300,000 - \$500,000 Raised to date? Close to \$200,000
- 3) What is your Total campaign budget? \$550,000-\$800,000

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

King County Council Chair Dow Constantine is a life-long local resident and a proven advocate for local families. Throughout his service in the Legislature and on the King County Council, Dow has consistently fought for transportation solutions, resource conservation, public safety, and government accountability.

Dow was appointed to the King County Council in January 2002, and has been elected four times by the voters - in November of 2002, 2003, 2005 and 2007. He has always represented a diverse district spanning rural, suburban, and urban constituencies.

Raised in West Seattle, Dow spent childhood summers at his grandparents' home on Snohomish County's Port Susan Bay. When the threat of the construction of a major oil port facility on the bay galvanized the community to successful action, Dow was introduced to the power of grassroots politics and the law – lessons that would guide his future work.

Dow graduated in 1980 from West Seattle High School, where he remains an active volunteer. While at the University of Washington he worked nights, weekends and summers - everything from bartending to fish processing, stocking shelves to teaching skiing. He was a DJ for several years at the college radio station, KCMU (now KEXP), where he first met Shirley. After serving as a legislative intern to 34th District State Sen. Phil Talmadge, he graduated with a degree in political science. Born of a long line of devoted Huskies (his grandfather and great uncle played on Washington's famed Rose Bowl teams of the 1920s), Dow continued his studies at UW, earning his law degree in 1989 and a master's degree in urban planning in 1992.

An attorney for 19 years, Dow practiced law and worked on a number of community projects in the early 1990s. While helping activist Charlie Chong with efforts to preserve open space, he first worked with a young County Councilmember Greg Nickels. Dow went on to serve as a Council legislative aide in the mid-1990s.

In 1996 Dow won election to Washington's House of Representatives where he became co-chair of the Judiciary Committee. He was re-elected in 1998, and moved up to the State Senate in 2000 when Senator Mike Heavey was elected judge. In the Senate, Dow served as vice-chair of the powerful Ways and Means Committee and vice-chair of the Judiciary Committee.

As a King County Councilmember, Dow has worked for efficient, performance-based government - getting the most value for each tax dollar. A strong supporter of the environment, he has taken a leadership role on the tough issues of growth management, salmon recovery, and expanding transit mobility. On January 12, 2009, Dow’s colleagues unanimously elected him Chair of the Council.

Dow, Shirley and two somewhat spoiled shelter cats live in the West Seattle neighborhood where Dow was raised.

- Elected offices you have sought and/or held, include dates

Washington State House of Representatives	1997 - 2000
Washington State Senate	2000 - 2002
King County Council	2002 - Present
King County Council Chair	January 2009 – Present

- Election results from past races

I won each election with over 60% of the vote

Year of Vote	Office Sought	Result	% of Vote
1996	Washington State House of Representatives	Elected	63.17%
1998	Washington State House of Representatives	Re-elected	Unopposed
2000	Washington State Senate	Elected	73.34%
2002	King County Council	Appointed	n/a
2002	King County Council	Elected	74.45%
2003	King County Council	Re-elected	83.98%
2005	King County Council	Re-elected	74.91%
2007	King County Council	Re-elected	76.95%

- Appointed offices you have held, and the body or individual responsible for the appointment

Appointed to the King County Council in 2002 by Democratic PCOs in the Eighth County Council District.

- Community/volunteer experience

I have been particularly involved in the following organizations:

2000-Present	West Seattle High School Foundation <i>Founder, Vice-President</i>
2000-Present	Stone Soup Foundation <i>Board Member, Former President</i>
1998-2005	Delridge Neighborhoods Development Association <i>Board Member</i>
2002-2004	ArtsWest <i>Board Member</i>
1996-2001	West Seattle High School Alumni Association <i>President</i>
1995-1998	West Seattle Helpline <i>Board Member</i>
1992-1998	Allied Arts of Seattle <i>Trustee</i>

- Membership in CBC and other cycling organizations; memberships in other non-profits.

I am a member of many non-profit organizations. See above for a few examples.

- Have you participated in any CBC events, such as the annual rides to Portland (STP) or Vancouver (RSVP)?

I have not participated in CBC annual rides, but have attended a number of CBC sponsored events and addressed the CBC Bike to Work rally in May.

- Do you commute to work, school or errands by other means than single-occupant vehicle?

I often carpool, and sometimes use the bus. As a life-long West Seattleite, favorite form of transportation is the West Seattle Water Taxi. I have worked hard to ensure adequate funding for the Water Taxi each year and am proud that starting next year it will run year-around, with increased bicycle carrying capacity and new bike lockers at the docks.

In addition to increased resources for bicycles and walking, transit investments that reduce single-occupant trips and keep our region moving are a priority of mine. Last year I helped lead the process that led to the successful light rail package approved overwhelmingly by voters. Metro bus service is a treasured service, but fund allocations and service divisions are breaking the system—we are unable to divert needed resources into core routes, many of which now face elimination or serious cutbacks. I am working with state and local officials to address this emerging crisis.

Endorsement Questions

Revenue & Funding

Funding for enhancing transportation choices has always been artificially constrained compared to roads. 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 on bike or foot. 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. From my time studying for my master's degree in Urban Planning at the University of Washington through my time in the House, Senate and at the County Council, I have long been a supporter of the "road diet" and "complete streets" movements. Successful urban environments encourage a wide variety of modes of transportation, and bikes and pedestrians can carry a large share of daily trips while lowering negative impacts.

I support funding for better bicycle and pedestrian facilities even when it somewhat reduces funding for auto capacity. Currently we spend almost all state funding on roads projects. Locally, we still spend a vast majority of our funding on roads construction and, more productively, mass transit. Spending on bicycle and pedestrian connections is often on a project-by-project basis. We need to encourage funding that will allow for comprehensive bicycle and pedestrian planning.

I understand that currently we spend less than a penny of our transportation dollar on non-motorized transportation. We could easily increase that amount tenfold and realize a strong return on that investment. In dense urban areas that lend themselves to alternatives to automobiles that percentage could be even higher. Bicycle and pedestrian corridors can carry large numbers of commuters for a relatively low cost per commuter. Trails, sidewalks, and bike lanes should be a part of any new roads project allowing us to leverage our funding even more.

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)

We need to match our zoning to transit and bicycle connections. By encouraging well planned, compact developments in key areas in the county we can make it easier to use bikes and transit to provide people with transportation options. In West Seattle, I have been supportive of development and upzoning of the area formerly owned by the Huling Brothers auto dealership. This business owned almost six entire city blocks with the best transit and bicycle connections in West Seattle. We have an opportunity to build housing to use those connections and a vibrant retail district that will provide local jobs.

When I chaired the Growth Management committee in adopting comprehensive plan amendments we fought through spirited but wrongheaded opposition to require that new developments be walkable and bikeable. Opponents derided our efforts as “social engineering”, while disingenuously (or ignorantly) considering road investments to be the mere natural evolution of communities or a response to latent demand.

By encouraging infill projects in our urban centers around King County we can increase the likelihood that commuters can consider bicycling as a better transportation option.

Complete Streets

No one asks whether most roads should be paved, but discussions over the placement of bicycle lanes and sidewalks are often made on a site-by-site basis. This approach leaves gaps in the bicycle network and makes our local transportation system less flexible.

Accommodating Bicycle and Pedestrian Travel: A Recommended Approach is a policy statement adopted by the United States Department of Transportation. The key principle states that “bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” A “Complete Streets” policy may be adopted in the next federal transportation reauthorization bill, but communities such as Kirkland, Issaquah, and Seattle have shown leadership in adopting local ordinances.

The Cascade Bicycle Club is working to see that public agencies and others commit to integrating bicycling and walking into the transportation mainstream, building and maintaining streets that work for everyone.

Do you support policies requiring the routine accommodation of bicyclists and pedestrians? How would you work to see Complete Streets policies adopted and implemented in your community?

We should not be building any roads projects or improvements that don't also include bicycles and pedestrian accommodations as part of their design. As a King County Councilmember, I have consistently stressed these improvements in areas under my jurisdiction. I was supportive of the road diet improvements and new bike lanes on Des Moines Memorial Drive in Boulevard Park despite considerable community opposition and worked to secure funding for dramatic improvements in sidewalk projects in White Center and along 1st Avenue South from Burien north.

As your King County Executive I would insist that any county roads projects provide for pedestrians and bicycles as well as they do for automobiles. We simply can't build any more capacity for cars. We can fix pinch points and poor design and we should spend to repair and maintain our roads network, but nothing more. As we make those improvements we need to look for ways to improve the nonmotorized environment. By building more Complete Streets we will build more vibrant, exciting urban spaces that will encourage sensible economic development.

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?

Despite strong opposition from a vocal group of Vashon Island ferry commuters in my King County Council District, I supported the upcoming road diet changes to Fautleroy Ave. This corridor is the worst of 1950's road design with two lanes each direction, no center turn lane, parking on both sides and no bike lanes. Pedestrians are almost non-existent. Density is well under the zoning for the arterial. And speeding from cars is chronic as are accidents as drivers approach 50 mph trying to get through West Seattle. But this is also the best bicycle route to large parts of West Seattle. It is the only southern route that doesn't require considerable climbing. By taking a lane back we can provide space for bike lanes, slow drivers down to a more consistent 35 mph, and improve the quality of life along Fautleroy and encourage new compact development.

If elected as King County Executive I will insist that all roads projects include an assessment and planning for the bicycle and pedestrian environment. I will continue King County's strong commitment to regional trails, completing the East Lake Sammamish Trail, and developing a great trail on the BNSF Eastside rail corridor.

BNSF Corridor

The Port of Seattle has postponed its purchase the Eastside rail corridor from the BNSF railroad. Feasibility studies show estimates for providing passenger rail in this corridor in the hundreds of millions of dollars, with projected ridership equal to or below that of a multi-use trail. The solution that lets us preserve rail access to the corridor in perpetuity when it's not in active rail use is called "railbanking" (16USC1247(d)). An interim trail constructed on the existing rail bed, while making the facility available to thousands of commuters each day, will bestow ironclad protection for rail to return this uniquely valuable corridor.

Are you committed to "rail banking" the BNSF Eastside corridor and expediting the construction of an interim multi-use trail? If not, why? How will you engage in the process to protect this vital asset?

I have been very active on the King County Council on efforts to put together funding for the BNSF corridor. This is a once-in-a-lifetime opportunity to build great trail that will offer a north-south connection on the Eastside where none exists today. I believe that this trail could carry more bicycle commuters than the proposed commuter rail on the same corridor. The BNSF trail will help Eastside bicyclists use this as key part of their commute, just like thousands of bike commuters use the Burke-Gilman and other trails nearby.

As King County Executive, I will make sure we find dedicated funding as soon as possible and work to build the trail. Even in tight times, we cannot miss this opportunity. The purchase and development of this trail are a great bargain for our future.