

**2022 Primary Election Candidate Questionnaire for Ward Races
Beau Finley for Ward 3**

Dear Candidate,

We ask that you complete our questionnaire so we understand your views on the pressing transportation issues facing DC. Your answers will be given to our membership and shared on social media for strictly education purposes only.

The questions are yes or no as well as questions that require you to elaborate for your response. We ask that you return the questionnaire by COB 4/18. Please email the questionnaire responses to advocacy@waba.org. If you have any questions please email us. Thank you for taking time out of your busy schedule to complete the questionnaire.

WABA **does not endorse** candidates for any political office.

Sincerely,

Jeremiah Lowery
Advocacy Director
Washington Area Bicyclist Association

Bike Network

Despite the Mayor's pledge to eliminate all traffic deaths on DC streets, fatalities from car crashes reached its highest levels since 2017, even while other Vision Zero cities are saving dozens of lives every year.

Question: Do you support [DDOT's plan](#) to expand the protected bike lane network by 10 miles every year for the next 3 years – including and all the bike lane projects in your ward?

Yes No

Question: What will you do to ensure the protected bike lane projects in your ward get completed in a timely manner?

Some parts of DDOT tend to get flustered whenever there is community opposition after DDOT has completed its formal engagement with the community. We've seen this with DDOT's Cleveland Park Streetscape and Drainage Project, which was supposed to begin in 2018 and is only beginning now. We see it with the attempts at re-litigating the Connecticut Avenue bike lanes. Given DDOT's reluctance to start projects, particularly ones on arterials, the answer for a

Councilmember is aggressive oversight and holding DDOT accountable. It means contacting the DDOT director on a regular basis to receive updates on bike lane projects. It means meeting with ANCs and explaining where in the process DDOT is and what DDOT's next steps are. It means bugging the mayor consistently and ensuring that bike lane projects are properly budgeted for.

Budget

Bike lanes are an incentive for District residents who choose to travel in ways that conserve land, energy, and fuel and they also fight climate change. DDOT's long-range plan envisions miles of protected bicycle lanes – which makes bicycling safer, easier and more popular and also reduces fuel use.

Question: Will you press DDOT to accelerate plans for more protected bike lanes (which may repurpose driving lanes and street parking) and budget adequate money for DDOT to build these bike lanes? Including ensuring DDOT has the staff and resources in the budget to complete the projects at a rapid pace?

Yes No

Question: What other budgetary biking and transportation items will you fight for and prioritize?

Bicycle-related budget items beyond protected bike lanes:

- *E-bike charging stations*
- *Funding to close unnecessary curb cuts*
- *Funding for continuous sidewalks*
- *E-bike tax credit similar to the electric vehicle tax credit*

Other transportation budget items:

- *Full funding of Vision Zero initiative (coupled with policy directives to make our streets safer)*
- *Funding for large increase in Circulator service*
- *Full funding of DC portion of WMATA*
- *Streetcar expansion to original planned map*
- *Palisades Trolley Trail*
- *Funding for more rapid transition of our transportation fleets to electric vehicles, including funding for charging stations*
- *Commissioning a DDOT study of where to locate EV charging infrastructure*

Trails Network

The Capital Trails Coalition seeks to create a world-class network of multi-use trails that are equitably distributed throughout the Washington DC region. The Coalition is in the process of finding funding to complete 800 miles of planned trails into pavement that people can walk and bike on. Trails are an economic boost for local economies and improve the health and well being of communities, would you support DC, alongside MD and VA, dedicating funding to complete our regional trail network?

Yes No

Further explain how you would advocate for the completion of the DC's portion of the Trail Network?

I would push for the completion of the Metropolitan Branch Trail, including full funding, and work to incorporate funding for the Trails Strategy aspect of Move DC. In addition, I support the Palisades Trolley Trail and would work to ensure we have the budget to complete it. I would also go on bike rides and hikes with the public to show where and how we need to add or update our trail infrastructure.

Vision Zero

Do you support the recent bills before the Transportation Committee, that would ban right turn on reds and permit the so-called Idaho stop?

Yes No

Vision Zero - is it working and if not, what needs to be done by the District to achieve the goal of zero deaths due to traffic crashes?

Vision Zero is clearly not working. The District's continued failure to address our Vision Zero shortcomings indicates that there is a base level of pedestrian and cyclist fatalities that are tolerable to DDOT. This is unacceptable. Council has a number of bills before it that will greatly help reach our Vision Zero goals - all of which I support. In addition to Council developing transportation safety policy ideas for our agency tasked with pedestrian/cyclist safety, we need serious oversight. Council failed in its oversight role when it allowed for the automatic confirmation of the DDOT director rather than voting on his confirmation. Council has failed to touch DDOT funding in the wake of these horrible crashes. If we want DDOT to be accountable, then Council has to start holding DDOT accountable.

Aside from the oversight role, I would like to see a refocusing by DDOT away from the [reckless driver](#) and toward how to redesign our streets so they are easy to understand and do not induce speeding. DDOT needs to include more speed tables, bump outs, raised intersections, and more to create safer streets for all.

Transportation Equity Priorities

If elected or re-elected this year, what policie(s) or legislation will you pursue in your upcoming term to ensure our transportation system is equitably moving forward?

We're at a place in terms of climate change where we need bold, decisive, immediate action - action that will address equity, action that will address growth, and action that will address education. We have squandered too many Council terms with inaction. Everything I propose to do - my platform is at www.beaufinley.com - I would like to start on immediately.

One of the easier ways to immediately help with transportation equity is to expand the Capital Bikeshare for All program to those DC residents at or below 400% of the federal poverty guidelines. For a single person earning \$51,200 or below (just above a GS-7 and also below 60% median family income), this would allow them to participate in the program, which is a small price for the District to pay to provide a healthy mode of transportation that is environmentally friendly.

The next step would be to adopt Councilmember Allen's plan to give all DC residents \$100 per month on their SmarTrip cards. This will lower barriers to using public transit, especially for those with low incomes, and give WMATA another guaranteed source of funding.

I would immediately work to expand Circulator service throughout the District to provide short headways and regular, reliable, and relevant service across the city. I believe new sources of funding, such as land value tax, congestion pricing downtown, and dynamic parking pricing should be considered to generate the revenue necessary for a robust bus network.

I also would vote for the Safe Routes to School Expansion Regulation Amendment Act of 2021, the Walk Without Worry Amendment Act of 2021, the Safer Intersections Amendment Act of 2022, Upgrading Tactical Safety Projects Amendment Act of 2022, Prioritizing People in Planning Amendment Act of 2022, and the Speed Management on Arterials (SMART) Signage Amendment Act of 2022. All of these bills will support pedestrian and cyclist safety and therefore transportation equity.

While not directly related to transportation, I also support expanding rent stabilization (aka rent control), following the Reclaim Rent Control goals.

Transportation Equity Pledge

[Will you sign our transportation equity pledge?](#)

Already signed.

Link to sign: <https://waba.org/blog/2022/01/transportation-equity-pledge-for-2022-candidates/>