

## 2022 Primary Election Candidate Questionnaire for Ward Races

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](mailto: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?

I would assemble a group of stakeholders, including representative Ward 3 Bicycle Advocates (W3BA), Washington Area Bicyclist Association, Greater Greater Washington, WMATA, DDOT, business owners, and leaders in community to review and discuss plans, troubleshoot any potential concerns and ensure that the projects continue to move on their proposed timeline or faster.

## 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?

I support replacing the Arizona Ave bridge before 2028, and creating bicycle access ramp access from both sides of Arizona Ave to the Capital Crescent Trail. I support ensuring that there is safe and convenient East-West bike access from Georgetown, through the university to the trolley trail, particularly with the new proposed high school on MacArthur Blvd.

For non-biking infrastructure, I support adding or widening sidewalks and raised crosswalks around public schools. I also support stabilizing WMATA's finances with increased dedicated funding for operations and full implementation of the WMATA Bus Transformation Project, including both network redesign and dedicated lanes, to supercharge the efficiency, attractiveness, and viability of mass mobility via bus in our city.

In the big picture, one key issue with implementing bicycle and bus priority projects is that when removing parking is required, Council has been reluctant to see a reduction in parking revenue. I have the expertise necessary to work with DDOT and Council colleagues to create and implement a new parking pricing system that can net us the same revenue from fewer spaces, creating a win-win for transportation and the District's budget.

## 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 support advocating for the system of trails with the District government, and generating buy-in among Ward 3 residents by participating in cycling events that encourage Ward 3 families to explore the network of trails and get people excited about their continued expansion.

### **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?

Much more needs to be done to eliminate traffic crashes. I support installing more speed cameras, and experimenting with mobile speed cameras that can be moved around, because people shouldn't just be driving the speed limit where they know a fixed speed camera is located. A difference of just ten miles per hour makes a significant difference in a pedestrian or cyclist surviving a collision with a motor vehicle.

Traffic enforcement is an issue that reveals our budget as a moral document, through the collection of fees for violations. I will exercise vigorous oversight as a Councilmember to address our structural shortfall in this area.

Also, as stated earlier, I support adding or widening sidewalks around public schools.

### **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?

I want to immediately focus on stabilizing Metro funding with increased dedicated funding for operations, as WMATA faces the expiration of non-recurring federal funding, and a significant structural challenge with its long-term financial model. I believe my experience managing the District's budget, which was \$14 billion at the time, would make me an ideal Councilmember to serve on WMATA's board or otherwise be a key ally to help meet this challenge. The alternative is catastrophic service cuts and/or fare hikes, either of which would be the single worst thing

that could happen to set mobility equity back in our city. I am uniquely qualified among all Ward 3 council candidates to do the budget work necessary to create a serious solution to this issue, rather than just good intentions and platitudes.

### **Transportation Equity Pledge**

Yes - done!

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

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