

2022 Primary Election Candidate Questionnaire for Chair and At-Large Race

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?

Yes No

Question: What will you do to hold DDOT accountable and ensure protected bike lane projects in the District get completed in a timely manner?

While I support and would hold the District Department of Transportation accountable for its current plan to expand DC's bike network, this plan – like their plan to expand our bus lane network – is insufficiently ambitious. We are not moving far enough, nor fast enough to ensure the high-quality and safe streets infrastructure our community deserves.

In terms of holding the District Department of Transportation accountable as to the delivery of projects, I have proposed a number of measures that will expand and improve the DC Council's ability to conduct meaningful oversight.

My [Safe Streets Infrastructure and Public Transportation Plan](#) will deliver concrete, consistent oversight by the DC Council on street safety, including bike lane projects. My Plan calls for more professional committee staff, increased use of the DC Auditor's office and responsiveness to the Auditor's recommendations, and joint hearings on street safety with a reconstituted education committee.

In addition, my [DC Council Accountability Plan](#) will make the Council more effective, transparent, and ethical. The procedures for a neutral committee assignment process will prevent vote trading and the appearance of impropriety in committee assignments. My Plan also calls for reinstating a non-partisan comprehensive research service to increase the Council's institutionalized knowledge building and capacity to learn from what is working in other jurisdictions.

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?

Safe streets, public transportation, and strong, neighborhood-focused communities are important to me. I don't drive; I walk, ride the bus, and take Metro to bring my kids to school, get to meetings, and pick up what we need for our family.

This is my daily life, and it's the lived experience of many Washingtonians. I have been hit by a driver. I have been scared for me and my kids crossing the street. I have waited for a long-delayed bus and had nowhere to sit while waiting. I have struggled to push a stroller in areas with no sidewalks.

I know it's hard to get around DC safely and easily and it's often hard to access basic services and amenities. I also know that values-driven leadership can deliver safety, accessibility, and amenities to all of our neighborhoods. My [Safe Streets Infrastructure and Public Transportation Plan](#) has a significant list of transportation priorities I would seek to fund, including:

- Charging the [DC Sustainable Energy Utility](#) Advisory Board with analyzing and recommending a model for a first-in-the-nation rebate program for the purchase of electric bicycles;
- Funding expansion of the DC Streetcar along Benning Road in coordination with [the Advisory Neighborhood Commissioners and community leaders that have weighed in and engaged the community extensively](#) on this proposal, and requiring a right-of-way to the operation of the streetcar to make sure service is frequent, reliable, fast, and affordable;
- Being at the table and requiring more and better from the District Department of Transportation by holding timely hearings on, voting in favor of, and assuring proper funding for proposed traffic safety legislation, much of which resulted from years of advocacy from community members and Advisory Neighborhood Commissioners (like myself), including:
 - [Walk Without Worry Amendment Act of 2021](#), which would require the District Department of Transportation to approve standardized designs for continuous sidewalks, raised crosswalks, and raised intersections;
 - [Safe Routes to School Expansion Regulation Amendment Act of 2021](#), which would require specific traffic safety infrastructure around schools;
 - [Safer Intersections Amendment Act](#), which would largely prohibit right turns on red at intersections – a nationwide best practice – and allow the “Idaho Stop” for bicyclists;
 - [Upgrading Tactical Safety Projects Amendment Act](#), which would require the District Department of Transportation to establish and implement an annual plan to make certain temporary traffic safety infrastructure permanent and durable;

- [Prioritizing People in Planning Amendment Act](#), which would eliminate prioritizing commuter traffic on our streets in favor of assessments that emphasize community needs, pedestrians, and sidewalks; and
- [Speed Management on Arterials Signage Amendment Act](#), which would set the standard speed limit on major and minor arterial roads at 25 miles per hour.

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?

As a Commissioner, I led my Advisory Neighborhood Commission in repeatedly calling for the DC Council to fund the construction of these trails. I have also been leading the effort to coalesce community support around the Metropolitan Branch Trail and repeatedly urged the District Department of Transportation to use the Metropolitan Branch Trail as an engine for growth in our communities and to support local institutions and businesses.

I know what it takes to execute projects like these on the ground. We have successfully advocated for improved trail connectivity, budget funding to move trails off-street, and constructed protected bike lanes in my Advisory Neighborhood Commission area. I firmly believe that we can and should be doing more to construct a world-class trail network in DC.

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 has failed. Traffic safety infrastructure is in many ways uncomplicated. We know the mechanisms that slow down cars – whether it's stop signs or raised crosswalks or speed humps or curb extensions. Yet, we have consistently seen a lack of action from the District Department of Transportation on projects big and small.

Faced with public and political pressure for more and quicker implementation, the District Department of Transportation recently announced a change in its procedures for requesting traffic calming. But that change is mere window dressing, resulting in nothing more than faster closures of requests with no action.

In my own neighborhood in Takoma DC, neighbors and the Advisory Neighborhood Commission fought for years for traffic safety improvements around a local school – improvements that only came when a young man was hit and killed by a driver. As is so often the case, death motivated action, and that is simply unacceptable.

New DC Council leadership can shift the framework to proactive action on safe streets. I remain committed to advocating on the ground and building citywide coalitions with a focus on seeing our communities up close and personal to understand the challenges. I led a citywide coalition of Advisory Neighborhood Commissioners to give up our parking passes, in part because of my commitment to good government, but also because I think elected leaders should experience the city as residents do, without special advantages. Safety doesn't have to be an afterthought any longer.

My [Safe Streets Infrastructure and Public Transportation Plan](#) is a comprehensive look at building a safer DC and making a Vision Zero that actually works, including:

- Establishing a major corridor modernization plan that allocates a regular, recurring funding stream to rebuild every major arterial in DC for safety and multimodality;
- Holding joint hearings of the [newly reconstituted, standalone Committee on Education](#) and the Committee on Transportation and the Environment focused on safety around schools and other facilities where children gather; and
- Instituting a photo enforcement structure focused on safety, not revenue, with traffic camera tickets starting with lower fines for first time violators and escalating significantly for the small percentage of chronic offenders, and

directing all revenue be re-invested in traffic safety infrastructure to make it more difficult to drive dangerously in the first place.

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?

Public transportation is critical to DC's equity, growth, and [sustainability](#). But, instead of building back better, our public transportation systems are failing.

Neglecting and deprioritizing public transit damages so much more than just the bus schedule. We know transit links people to jobs and students to schools. We also know that [Black people are three and a half times more likely to not own a car](#) and the [costs of car ownership](#) can add up quickly for working families. Car exhaust is a [primary driver of childhood asthma](#), and childhood asthma rates in DC are [among the highest in the nation](#). It is not enough to drive an electric car – we have to reduce car dependence through reliable and affordable public transportation for a more [sustainable future](#).

My [Safe Streets Infrastructure and Public Transportation Plan](#) contains many equity-focused proposals, including:

- Holding timely hearings on, voting in favor of, and assuring proper implementation of Ward 6 Councilmember Charles Allen's [Metro For DC Amendment Act of 2021](#), which would dedicate funding to improving and expanding bus service and provide a \$100 monthly subsidy to DC residents (and has the strong support of Advisory Neighborhood Commissions across DC);
- Expanding Kids Ride Free to automatically mail SmarTrip cards to every eligible public and public charter school student in DC (instead of requiring school coordination and pickup), allowing elementary students attending Title One schools receive a Parents Ride Free card that allows them to accompany their child, and explicitly encouraging use of these cards outside of school hours;
- Increasing access to discounted fares for seniors by using the District of Columbia Public Libraries as a Senior SmarTrip application and distribution point, [like in Montgomery County, Maryland](#);
- Expanding DC's bus shelter network, including by increasing capacity under the current contract for bus shelters and standardizing installation of bus shelters at bus stops (unless the District Department of Transportation can justify otherwise),

[to provide critical shelter](#) for the children that take public transportation to get to school, seniors who rely on the bus, and the many essential workers that need the bus to get to work;

- Continuing to expand both Capital Bikeshare and DC Circulator to provide more and better service with a focus on expansion in communities underserved by transit;
- Prioritizing and expanding sidewalk and bike infrastructure that fills gaps in pedestrian and bike networks to lower barriers to walking and biking in DC and improve traffic safety infrastructure; and
- Encouraging block voting against Maryland and Virginia projects at the National Capital Region Transportation Planning Board until those states agree to [ticket reciprocity](#) as a matter of fundamental fairness to DC residents.

Transportation Equity Pledge

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

Yes.

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