

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. 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?

Key to completion of any project is allocated funding and accountability. I will seek comprehensive project updates from DDOT every two weeks to ensure completion in a timely manner. In addition, I would keep a consistent line of communication open with the respective ANC Commissioners where the protected bike lanes would be installed to enhance community engagement regarding the project.

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?

As you move away from MetroRail stations residents are increasingly reliant on MetroBus, as residences transition from multi-unit to single family homes. The suburban character of our ward makes it an attractive place to live, but also comes with challenges. Ward 5 is home to a very large senior population and has more seniors in public housing than any ward in the city. When planning for transportation we must make sure that we are not placing an undue burden on seniors, or people with disabilities, who may be more reliant on a vehicle or parking spot to accommodate their daily activities, such as grocery shopping, medical appointments, and the like.

While we should certainly promote transportation alternatives (bikes, scooters, walking, etc.) we also need to take a good look at *how* and *when* people move around the city. COVID has made work-from-home and hybrid work schedules standard. This necessitates that I prioritize an assessment of the entire transportation system. Does the current schedule and frequency of mass transit match our movement patterns in 2021? Are alternative means of transportation (i.e., scooters, bike share etc.) readily available across the ward? We must have these questions answered if we are to make good use of our transportation funds and be equitable when implementing projects.

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?

Given how many of us were isolated indoors over the last two years, I would advocate for the trail on not just an economic basis, but on a job creation, health and property value basis as well.

Trails need to be protected and maintained, which may provide job opportunities for residents and businesses in the ward. As residents emerge from COVID-related isolation, the trails provide an excellent alternative to gyms, encourage movement, exercise and a reconnection with nature thereby promoting physical and mental health. Lastly, a trail can be seen as an attractive amenity to have near one's home, enhancing a property's value. As a protected area, a trail gives homeowners peace of mind that development will not encroach and alter the architectural character of established neighborhoods.

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 X 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 shows promise, but not enough progress has been made to reach the goal of zero deaths due to traffic crashes.

Driving is a privilege and vehicle operators must be held accountable for their actions on our roads. I would strive to achieve reciprocity from Virginia and Maryland for traffic violations on District streets. According to a recent Axios article, the states owe the District approximately \$20 million in fines. Locally, we must be diligent in collecting fines from habitual violators. There is no reason a car with dozens of unpaid violations should be allowed on our roads. These fines can be put to good use improving our transportation system, but more importantly, the financial impact will help curb poor driving habits.

On a practical level, it should not take months to have traffic patterns assessed, or traffic calming measures installed. Worse still, it should not take a death to spur quick action from DDOT. I would advocate for an assessment of all Vision Zero initiatives with a priority placed on the most dangerous areas in each ward. If the goal is zero deaths,

priority must be given to the areas where statistically accidents and deaths are most likely to occur.

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?

There are several policies I would like to pursue:

1. To enhance communication and transparency, hold agencies such as the District Department of Transportation (DDOT) accountable for consistent engagement, through community meetings, disseminating information to ANCs, as well as surveys and mailers concerning projects directly affecting Ward 5 residents.
2. To lessen traffic related injuries and deaths, lower the speed limit on residential streets by assessing and reestablishing the Slow Streets program. Identify areas where speed bumps, speed humps, and raised crosswalks would be appropriate. Also make sure sidewalks are accessible to all pedestrians and utilize traffic HAWK (High-Intensity Activated CrossWalk) signals to allow people to safely cross busy streets.
3. Streamline the process to request and install traffic signs, lights, and other traffic-calming solutions.
4. To reduce traffic accidents, and protect pedestrians, build, and require cyclists to use protected bike lanes and obey all vehicular traffic laws. Build connected, protected bike lanes to provide pathways for children to access neighborhood schools, libraries, and public parts. Require DDOT to enforce the wearing of helmets by cyclists, regardless of age.
5. To reduce congestion in major traffic corridors in Ward 5, offer free or low-cost bikeshare options to residents aged 18 and under.
6. To address transportation inequity (accessibility to safe, efficient, affordable, and diverse means of transportation) make sure car-free transportation options such as bikeshare, and metro bus routes are available to people at all income levels.
7. Recognize Lincoln Road NE as a major transportation route for educational and recreational institutions. Assess and increase protected bike lane routes on Lincoln Road to promote safer bicycle travel for students and residents alike.
8. Require developers to submit transportation plans that consider pedestrians, bike lanes, commuters with disabilities.

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/>

