

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?

Given my background in oversight of government agencies, I plan on bringing expertise to aggressive oversight of transportation safety issues. Unsafe roadways and pedestrian pathways are a public safety issue. We must insist on transparency and

accountability from DDOT and not be afraid to demand change when the community's needs and calls for safety improvements continue to go unmet.

My plans include:

- Regular meetings with DDOT outside of hearings to understand issues, or ways to better support their efforts. Providing extensive oversight of DDOT's goals and objectives through each phase of the project.
- Monitoring taxpayer funding to ensure monies are being used appropriately and timely.
- Ensuring funding for all phases of bike lane projects is included in current budgets as soon as possible.
- Holding DDOT accountable in procurement phases for construction, which often take a long time.
- Enforcing quality and timely project completion in communities East of the River.

As an ANC Commissioner, in collaboration with Ward 3 Bikes, I wrote the resolution and single-handedly convinced my entire commission to vote for the protected bike lane on Connecticut Avenue. When I started, I was the solitary yes vote, and once I was done, all but one commissioner had been convinced by me to vote yes. This shows that beyond pressuring DDOT, I know how to elevate community concerns and opinions so that they receive great weight from my colleagues too. Finally, as a mom, I watched as my son was hit by a car on a motorized bike. These issues are personal to me, and I'll use my experiences to strongly advocate for additional protected bike lanes in DC.

And I will also support sponsoring legislation such as the current council Bills B24-0673 - Safer Intersections Amendment Act of 2022 and B24-0674 - Upgrading Tactical Safety Projects Amendment Act of 2022 that help facilitate safer streets for all users, including bicyclists.

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?

Transportation is the second-largest source of carbon emissions in DC. We must make policy choices that immediately implement zero-emission public transportation options. A New Deal in public transportation will reduce surface transportation emissions while making our communities safer, healthier, and more equitable. We need transportation policies built on economic, racial, and environmental justice, and we deserve responsible, transparent, and accountable leadership over our transportation infrastructure that makes our city streets safe. I will fight to:

- Prioritize the transition to zero-emission public transportation. DC must speed up the timeframe to transform Circulator buses, DCPS' school bus fleet, and other public vehicles into zero-emission fleets. We must make intentional policy choices that align with our climate goals.
- Fight for justice in transportation. Transportation projects have not benefited all of our communities equally and have harmed our most vulnerable communities. We must look at transportation projects through a justice lens so that no community or neighborhood is adversely impacted in delivering multi-modal transportation options. Transportation must be accessible for all of our neighbors, including seniors and our youth, and must fully accommodate our neighbors with disabilities. We should use a justice-first approach toward public transportation by reducing fares based on income and ensuring meaningful bus service in under-served communities.
- Ensure pedestrian safety and ADA accessibility. DC has seen too many pedestrian crashes, both fatal and non-fatal, on our roadways. Residents have raised concerns about dangerous speeding hotspots, poorly designed intersections, delayed traffic safety assessments, and crumbling sidewalk infrastructure. Still, they often don't see the needed safety improvements until it's too late. All neighborhoods must have equitable access to traffic calming improvements, maintained crosswalks, and the immediate repair of unsafe, dangerous sidewalks.
- Support policies that transform DC into a "15-minute city" where vital community resources, including public transportation and retailers, are within a 15-minute walk or bicycle ride.
- Build safe, low-stress cycling infrastructure throughout the city. This requires our city to move more intentionally to increase the pace of building cycling infrastructure so neighborhoods have access to safe cycling options.
- Introduce car-free streets initiatives, where we can have more public space for people rather than cars and trucks.

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 will take a holistic approach to advocate for the completion of DC's portion of the Trail Network. First, I will ensure that DDOT is not only expanding the trail network but building it equitably. I would like to see the Fort Dupont Park trails, River Terrace bike path, Shepherd Branch Trail, and South Capital Street Trail planned trails east of the river prioritized along with the east-west Fort Circle Parks trail. Second, I will partner with National Park Services to identify trails outside of DDOT's purview that can help build important connectivity in the network. Finally, I will push for a systems-view understanding of our transport system, with connectivity a big reason for why we need to complete this Trail Network.

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?

The data clearly show that vision zero is not working, with traffic deaths in DC rising over the last two years. This is a systemic issue with how our traffic infrastructure is designed to favor cars, but also the inequitable distribution of public transit and multiple mobility options in the city. For example, from data from the transit center, the average Black DC resident can access 160,893 potential jobs in 45 minutes using transit compared to 256,140 for the average white resident. Despite less access to

transit, In 2019, 18% of Black residents took transit to work compared to 12% of white residents. During the COVID-19 pandemic, Black workers were far more likely than white workers to continue to travel to and from work. So not only is access to transit distributed inequitably, the people with less access to transit and multi-mobility options rely on it more. These inequities have a byproduct of making our roads dangerous and also putting our most vulnerable neighbors in harm's way.

Transportation must be accessible for all of our neighbors, including seniors and our youth, and must fully accommodate our neighbors with disabilities. We should use a justice-first approach towards public transportation by reducing fares based on income and ensuring meaningful bus service in under-served communities. I will support policies that transform DC into a "15-minute city" where vital community resources, including public transportation and retailers, are within a 15-minute walk or bicycle ride. And finally, I will provide aggressive oversight of transportation safety issues. Unsafe roadways are a public safety issue. We must insist on transparency and accountability from DDOT and not be afraid to demand change when the community's needs and calls for safety improvements continue to go unmet.

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 need transportation policies built on economic, racial, and environmental justice, and we deserve responsible, transparent, and accountable leadership over our transportation infrastructure that makes our city streets safe. Transportation projects have not benefited all of our communities equally and have harmed our most vulnerable communities. We must look at transportation projects through a justice lens so that no community or neighborhood is adversely impacted in delivering multi-modal transportation options. Transportation must be accessible for all of our neighbors, including seniors and our youth, and must fully accommodate our neighbors with disabilities. We should use a justice-first approach towards public transportation by reducing fares based on income and ensuring meaningful bus service in under-served communities. All neighborhoods must have equitable access to traffic calming improvements, maintained crosswalks, and the immediate repair of unsafe, dangerous sidewalk. I will pursue legislation that funds safe transportation infrastructure across the city, including providing transit and infrastructure options where there currently is very little. I support a congestion pricing or road pricing program that can generate funds to use for investments in out-of-school time programs for school children. In addition, I would use it for affordable housing on transit corridors, funding for safer streets and buses (e.g., expanding circulator), and funding for businesses to thrive in a car-free environment. In addition, WMATA needs much more oversight on how they set their rates and how they provide service in the

district. Second, we need to fund infrastructure that helps WMATA. For example, creating bus-only lanes and also supplanting WMATA with our own transit such as the circulator. Finally, we need to make our streets safer so pedestrians feel comfortable being on the street and accessing transit. We have to realize that transportation equity isn't achieved in a vacuum, it needs to be coupled with affordable housing, funded schools, and environmental justice.

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/>