

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 X No _____

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

Community engagement is what propels these projects forward, but when the community feels that they aren't being heard, projects like protected bike lanes are stalled. There isn't an overnight fix for this and I believe it requires consistent meetings, surveys, transparency on potential impact, and outreach to ensure all stakeholders feel they are heard. This is the direct responsibility of DDOT and a Ward-level Councilmember.

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?

- **Establishing permanent pedestrian zones** — Open Streets is a joyous time over the course of a few hours giving us a glimpse of what our streets could look like without cars. However, it's just something over the very short-term that deserves to be implemented more permanently. I would actively explore zones in Ward 1 and nearby areas (like U St) that could be turned into pedestrian and cycling zones, whether it starts during a season like summer or it's on weekends, I firmly believe that this needs to happen.
- **Eliminating the onsite parking requirements** — According to our zoning regulations, every new development must contain a certain number of parking spaces. I will advocate that we remove this requirement, especially where public transit is nearby.
- **Increasing Capital Bikeshare and E-Bikeshare EOTR** — Although this isn't in Ward 1, we must thoughtfully expand Capital Bikeshare (and especially with e-bikes) east of the river with more stations, outreach, and equitable payment programs.

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?

There seems to be a gap in the marketing of this program and that is an easy fix as many District residents have sought increased outdoor recreation activities, especially during the COVID-19 pandemic. Showcasing the benefits that come with the trails (Ex: the trails are safer for all, properties adjacent to paths have a higher sale price than others, these trails are predicted to create 6,100 jobs over the course of the project, and could generate more than \$65 million in state and local taxes), this is a no-brainer for residents to get behind. However, there is minimal visibility on the completion of the trails outside of the major transportation advocacy networks. As Councilmember, this will be one of the first things I advocate for.

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?

While the Vision Zero initiative champions an important and attainable mission, its execution has been ineffective. There is a current disconnect between efforts to increase safety in the District and actual needs of residents. The initiative must implement more preemptive safety measures to prevent traffic fatalities rather than document casualties when they occur. These include road and sidewalk structural changes like eliminating sliplanes, expanding sidewalks, raising crosswalks, increasing curb bumpouts, adding trees, and adding four way stops.

In order to implement Vision Zero in an effective manner, government agencies and partner organizations must actively listen to residents to determine high-risk intersections and areas requiring the most attention and immediately apply traffic-calming measures. Vision Zero representatives and subgroups, such as the Major Crash Review Task Force, also need to communicate with commissioners and community members in order to outline safety plans that work best for the community; attempting to carry out plans without incorporating feedback from community organizers will not be successful. Once residents and community members call attention to specific problems or questions regarding safety in the District, those concerns should be addressed promptly and in earnest.

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?

First, I would establish rapid, and consistent oversight to make sure planned transportation maintenance, safety improvements, and upgrades are followed through in a timely manner – frequent check-ins with the Transportation Committee, DDOT, and the Mayor’s office will streamline the process of improving our transportation system. I will also actively advocate for a reduction in the time for service-level agreements and resolutions with DDOT.

Additionally, I would implement proactive plans to prevent accidents and improve transportation efficiency; rather than waiting for a problem to occur, we should put structures in place that mitigate potential infrastructure failures or complications. As another step in improving transportation safety and equity, I am interested in reversing legislation that finds fault in pedestrians if there is a car accident and decriminalizing jaywalking. For instance, if a pedestrian is hit by a car, they might still have liability for a number of reasons – looking at their phone, for instance. In these cases, the lawsuit or court proceedings can be thrown out completely. I think this legislation is problematic, as it doesn’t account for the immense power a multi-ton vehicle wields as well as the careful attention drivers must pay to their surroundings. The power imbalance between drivers and pedestrians should be taken into account when determining culpability for accidents, which is why I believe our current legislation must be changed. Finally, as Councilmember I will produce a thorough analysis of street structures, to determine if we are prioritizing traffic flow or how pedestrians, cyclists, and non-vehicular traffic move through D.C. We’ve long over-prioritized single vehicular traffic for convenience and time over the lives we’ve lost and achieving our climate goals.

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/>