

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?

Protected bike lanes are also critical for public safety and the achievement of our Vision Zero goals as they fulfill a traffic calming function in addition to providing a higher quality / more comfortable bicycling experience. In that regard they will grow demand for bicycling and reduce collision risks for pedestrians and vehicles.

Using the oversight responsibilities of Council, I would request DDOT to present a proposal to fund and implement our bicycle master plan to completion within two-years. Other global cities like Paris, Berlin, Milan, and New York are making transformative investments in bicycling facilities and as the nation's capitol we should be on par with them. I will also request that the DDOT Director report monthly on expenditure rates and growth for the bike lane program and present a list of challenges and solutions to accelerate their deployment. This approach will help elevate the sense of urgency on the topics.

Lastly, knowing that the community engagement process for permanent public projects can be lengthy, I will propose that DDOT rapidly implement all planned bike lane projects initially using tactical measures like flexpost as DDOT did with dedicated bus lanes and red paint. Then as the public participation process is complete to harden this temporary solution into their permanent form.

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 think the expansion of the Capital Bikeshare network needs to increase at least 5 times the current annual investment in both capital and operational funds. In Ward 1 you often cannot find a Capital Bikeshare by 7:30 AM demonstrating some of the strongest bicycle demand in the region. We also need more electric bicycles and we should be supporting Capital Bicycle financially so they are offered at the same cost structure as regular bikes. If we want to truly promote bicycling we should not be penalizing the use of better bikes.

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 would support the completion of our Trail Network by significantly increasing the funding to complete it. The District has benefited from a financial surplus even during a pandemic, and these trail projects are low cost when compared to other transportation and infrastructure investments. They also support residents commuting to work as well as provide more space for exercise and outdoor activity that supports citizen health—physically and mentally. These actions can lead to reductions in healthcare costs, which are a major household and public spending category. Those savings could then be used elsewhere. These actions will also further the District's brand as one of the most walkable cities in the world, which is a key aspect of our economic competitiveness.

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 is clearly not working as road fatalities are rising. We need to stop talking about goals and priority investments and start executing these projects faster. They are taking too long to deliver. We also aren't being ambitious enough. Too many of our projects are incremental and not transformative. We have some of the best transit options and coverage in the United States so the car traffic we see is not necessary. We are still catering too much to cars driving from outside our communities at the expense of our residents' lives.

If elected, I would require every Council meeting to start with an announcement of the number of collisions and fatalities so we elevate the importance of Vision Zero and require the DDOT Director to report monthly the rate of expenditure on Vision Zero projects and explain how we can accelerate them.

I would also quadruple our investments in Vision Zero and request more road diet pilot projects by narrowing and eliminating lanes and using different less smooth surfaces (pavers, rumble prints, bumps, raised crossings, etc.). Reducing traffic speed limits to 20 MPH was a good start, but we need to rebuild our streets to physically deter driving at faster speeds. At intersections we can eliminate all right turn lanes if we are restricting right turns on red, which will help narrow our roads and provide more pedestrian and bicycle space, noting that in some cases those eliminated right-turn lanes could become bus by-pass or queue-jump lanes. Then we also need to change our traffic signalization to provide a pedestrian all-way signal phase at all lights. These measures will dramatically enhance pedestrian safety but they will also make our intersections perform more efficiently by reducing risks for conflict between crossing pedestrians and turning vehicles.

Lastly, I would propose a major increase in red-light, stop-sign, and speed traffic cameras to identify dangerous drivers. We also need to invest in our ability to enforce those fines through booting and towing, collections, and solving the inter-state reciprocity. This could be aided by adding license plate reading cameras across the city to locate vehicles with an excessive history of violations so we can efficiently mobilize our limited booting and towing resources. We also need to look at our contracts with Transportation Network Companies like Uber and Lyft to identify ways to improve their compliance with parking. Their illegal double parking and intersection parking practices have led to an increase in vehicle thefts and disrupt sight lines for pedestrians and other moving vehicles driving around them creating safety hazards that can lead to fatal traffic incidents.

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 fully support the Ward 6 Councilmember's proposal to provide every District resident a \$100 monthly fare credit on Metro and would like to take it a step further by extending it to Capital Bikeshare. We have already found that bikeshare services—both public and private—can help extend access to underserved and disadvantaged communities and we should do everything we can to increase them. Growing our network of dedicated bus lanes and transit signal priority are two other ways we can rapidly improve transit services to portions of the District without Metro access without spending billions of dollars on streetcar or rail extensions that take decades to implement. As a Councilmember, I would propose to accelerate these programs by increasing near-term investment and expanding the pilot programs to get them to the field faster.

Additionally, I am a major proponent for affordable housing and think we need to be more strategic about their location. Most affordable housing—naturally occurring and publicly funded—exists outside of major rail and bus corridors. This area needs more attention and requires more investments to secure large affordable housing commitments in development projects on both public and private properties in areas with convenient access to transportation

options, which increases economic mobility while reducing expensive car dependency as well as carbon emissions. WMATA's significant land holdings, recently highlighted in their 10-Year Strategic Plan for Joint Development, presents an incredible opportunity to increase housing in areas that are already rich in transit access and amenities. These properties currently generate no taxes prior to private development, and therefore we should award these locations a permanent tax break so we can maximize the affordable housing set-aside within them in perpetuity. I would additionally propose we award a partial temporary tax abatement (10-30 years) for all properties within a ½-mile of Metrorail stations and ¼-mile of high-frequency bus corridors that agree to preserve rents in existing developments or to increase affordable housing set-asides in new developments.

Transportation Equity Pledge

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

Signed.

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