

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?

The Council must continually push for measurable progress across our Vision Zero domains, especially the expansion of protected bike infrastructure in DC. As an ANC Commissioner working with DDOT on bike lane projects on New Mexico/Tunlaw and now on Arizona Avenue, I have been frustrated with the opacity around the timeline. A world in which

deadlines are fuzzy and then routinely pushed is not a good one. I also have been frustrated with a lack of proactiveness from the agency regarding solutions to address neighborhood concerns. ANC3D pushed DDOT to include pedestrian-related improvements in the New Mexico segment of the NM/Tunlaw proposal, a no-brainer from a Vision Zero perspective, but also something that made the project more popular with the community. We also worked aggressively to get DDOT to address parking concerns in a way that could get us to yes. In contrast, when that initiative was not shown from ANC3B to the same extent, I was disappointed to see the agency slip into a more passive mode when faced with neighborhood concerns.

What we need is a Councilmember who will proactively engage in these discussions. Pushing DDOT (and ANCs) to engage in a productive manner aimed at “getting to yes,” i.e. a process that incorporates and responds to neighborhood feedback without scaling back or shelving important safety initiatives.

By participating, through staff or personally, in these important discussions, a Councilmember can also better identify opportunities for legislation, a budgetary need, or an oversight issue. For instance, so much of the debate over bike lanes comes down to parking. Some of the comments/suggestions for improving our parking system that I have heard at town hall meetings are beyond DDOT’s scope of authority but would be helpful if implemented by the Council.

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 will defeat any attempts to roll back the decision to install protected bike lanes and eliminate the reversible lanes on Connecticut avenue. I will push for a comprehensive commitment to make Vision Zero a reality. That means pushing DDOT to prioritize installation of more sidewalks, curb extensions, raised crosswalks, and other pedestrian improvements, especially near schools, parks, and commercial areas.

I will also advocate for the creation of a Parking Reform Commission to design a system that (a) works better for residents and businesses; (b) addresses the need for short-term parking for delivery drivers and taxis; and (c) makes it easier to re-design streets to promote multimodal transportation and traffic safety. The Council punted discussion of parking during the redistricting process, although there was recognition that the District's parking system is in need of reform. Creating a Parking Reform Commission to study how other cities manage neighborhood-level parking, parking in commercial areas, visitor parking, parking fees, time-limited parking zones, and parking enforcement can help us build a system that is fairer for residents—many of whom are forced to hunt for spots because of non-resident parking—and uses public space more efficiently.

A neighborhood parking system aimed at discouraging commuters and other non-residents from using neighborhood on-street parking will yield major dividends for our Vision Zero efforts. As any ANC Commissioner can tell you, concerns about the impact on parking is the most common sticking point during discussions about how to redesign streets. Our leaders should not privilege parking concerns over safety. But activists make a mistake by dismissively waving away concerns about parking. Seniors comprise a higher percentage of Ward 3's population than any other ward. We also have many neighborhoods that have poor transit connectivity. You can blame "car culture" all

you want but the reality is that it is not realistic to expect these residents to opt for alternatives to driving in great numbers, absent a transformative investment in public transit—something we should absolutely do!

I will also propose funding to study a comprehensive re-design of Wisconsin Avenue to improve bus service and making biking and walking safer on this high-traffic street, a corridor that lacks Metro access despite the density south of Tenleytown.

Stepping back, I am extremely concerned about the major gaps in our transit system.

The Metro was built to serve Maryland and Virginia commuters and it shows. Many of our neighborhoods are effectively transit deserts dependent only on limited and inadequate bus service. We must push for more from WMATA, but we can also take matters into our own hands and build a robust “Home Rule” transit system using the Circulator and Streetcar. Meaningful expansion of either the Circulator or Streetcar would require sizable increases in funding, which may not be possible in the short term. However, even slow progress on expanding the Circulator and Streetcar networks could lead to transformative change for impacted communities, particularly if DDOT is directed to prioritize transit deserts.

While we work with our partners to stabilize WMATA with a dedicated funding stream, we must not lose sight of the big picture. This century has seen remarkable investment in extending Metrorail out into exurban communities. It’s time to start the long conversation about expanding Metrorail within the District. For Ward 3, the argument is clear: extend a line from Tenleytown down Wisconsin Avenue to Georgetown with stops in Cathedral Heights and Glover Park. The neighborhoods along this part of Wisconsin Avenue combine to form one of the

densest residential parts of DC. And yet, residents are miles from a metro stop. Let's dream big.

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 be a champion for expanding our trails, particularly trails that can form a linkage in our transit system and provide additional connections for commuters or schoolchildren (e.g. the Trolley Trestle Trail).

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 been a failure. Far from approaching zero fatalities and serious injuries, the District's traffic fatalities have actually trended upwards in recent years. We can't be satisfied with slogans and flashy branding, we need to truly commit to making our streets safer for pedestrians, cyclists and drivers. For members of the Council and other elected officials, that

means being willing to take the political hits when critics push back on plans to upgrade road safety.

One of my main priorities as an ANC Commissioner has been promoting measures to improve safety for pedestrians, cyclists, and drivers. I want my children to grow up able to safely walk and bike to school. I want the seniors in my community to be able to use crosswalks without anxiety.

In 2021, I led ANC3D's efforts to engage the community about DDOT plans to upgrade safety infrastructure for cyclists and pedestrians on New Mexico/Tunlaw, a portion of which I represent on ANC3D. We held several town halls and community meetings and worked collaboratively with DDOT to address community concerns and improve the plans. We do not have to engage in zero-sum thinking when it comes to street design. With the right attitude and an openness to all perspectives, it is possible to reach achieve a "win-win."

I will push to:

- Hold DDOT's leadership accountable for failing to make progress on Vision Zero metrics.**
- Hold Out-of-State Drivers Accountable.**
- More sidewalks, curb extensions, raised crosswalks, and other pedestrian improvements.**
- Fund more safety improvements near and around schools.**
- Fund a comprehensive re-design of Wisconsin Avenue to improve bus service and to make biking and walking safer.**

- **Expand protected bike infrastructure so we can have a real, functioning network connecting residents in every ward.**
- **Create a Parking Reform Commission to design a system that (a) works better for residents and businesses and (b) makes it easier to re-design streets to promote multimodal transportation and traffic safety.**

On out-of-state drivers, in particular, a culture of impunity exists on our roads—particularly by drivers from Maryland and Virginia. Let me be clear, I am running to serve Ward 3. I will not compromise the safety of Washingtonians because it might inconvenience a Maryland commuter speeding down Connecticut Avenue. Full stop. We need to dramatically increase booting and towing enforcement with a focus on identifying out-of-state cars with significant unpaid fines. The Council should also explore other ways of recovering unpaid tickets from out-of-state drivers that work in the District.

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

Many Washingtonians depend on the bus to get around, including many seniors and low-income Washingtonians. From a transit equity, I think we must focus on making our transit system reliable and useful. That is especially true of the bus. Building bus priority lanes, upgrading signal timing, and deploying the Circulator to fill gaps for residents not tourists is transit equity in action.

Transportation Equity Pledge

Will you sign our transportation equity pledge?

Yes. However, I will note an objection to one bullet, which appears aimed only at candidates from Maryland and Virginia. I do not oppose the Maglev project. I think it has potential to be transformative and I am disappointed that the groups backing the pledger are, in effect, encouraging Maryland candidates to oppose an ambitious transit project that could be extremely beneficial for the region and for the climate, especially if it is the first in segment in a larger network.

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