

Washington Area Bicyclist Association (WABA)
2022 Primary Election Candidate Questionnaire for Ward Races

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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

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

As noted on DDOT's website, "...growing demand to install more protected bike lanes because many people want lower stress and more comfortable cycling experience where conflicts with vehicles are removed or substantially reduced. Research shows that protected bike lanes significantly improve the safety of bicyclists and increase safety for pedestrians and drivers." As a mother and as someone who regularly uses our roads as a pedestrian, improving safety for all our neighbors, and the various ways they use our roadways is critical and I see the role bike lanes can play in overall road safety, As a councilmember I would push DDOT to move swiftly to expand the protected bike lane network our community so desperately needs and deserves. There is no reason why we have not already realized the goal and I would fight to make sure we are prioritizing the completion of protected bike lanes through ensuring funds for this priority are secured and if needed accelerated. As our community evolves, we must think about

how we can use our roads in a more multimodal way; the completion of the protected bike lane projects would allow us to focus on connecting the network of bike lanes to maximize usership access and utilization and increase overall safety on our roads. While protected bike lanes provide safety for bikers, they help to clarify multimodal use of the road and promote driver safety and awareness. To improve community awareness of bike lane projects and broaden communication, I would push DDOT to re-engage with the biking community to talk about the impact of our delays and work with the community to find the best pathways to move the process forward quickly.

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 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

Question: What other budgetary biking and transportation items will you fight for and prioritize?

In addition to focusing on the completion of protected bike lanes, I would also be a champion for transportation items in the following areas:

Focus on access and distribution of public transportation options

- Increase investments in access to transit services for Ward 5 communities lacking access to public transit options. This investment should prioritize building capacity and address issues of inequity in transit access.
- Address inequitable practices with limited access to all methods of transit options due to transit fare policies. Work with WMATA create fare subsidy programs to make the metro rail fares more reasonable to provide access to lower income patrons.
- Explore opportunities to increase bus service to areas with limited public transit access. Utilize city operated assets, such as the Circulator, to help build interest and show value.

- Work with DDOT and the community to explore opportunities within the ward to add bus lanes, where appropriate, to maximize usership access, utilization, service reliability and efficiency.
- Explore opportunities to subsidize, incentivize, and promote other alternative options for transit, such as ride-share opportunities, Capital Bikeshare for All, or similar programs.
- Work with DDOT to address the persistent barriers to public transit service and infrastructure improvements for our seniors and neighbors with disabilities.
- Explore innovative ideas regarding car sharing and increased transit options to meet the unique transportation needs of neighbors.

Focus planning and investments to prioritize rethinking improvements to city streets and infrastructure for safety

- Increase local funding to match federal funds to support DC's Safe Route to Schools program. Prioritize initial funding to rethink intersections adjacent to schools and recreation centers to systematically improve safety. Focus funding on interim safety measures to include prioritizing four way stops; increase crossing guard support and coverage; adding additional traffic calming or road diet measures to slow speeding and reckless driving; utilize options to further promote safety at cross walks, such as, enhanced and raised crosswalks or using public art programs to make crosswalks more visible; and work with school communities, ANCs, and community leaders to outline additional focus areas. Create long term plans to support the long term needs of school communities to promote safety and encourage the ability of families to walk or use alternative transit options for commuting to school.
- Work closely with the community – ANC commissioners, the civic association, and neighbors – and DDOT to identify the issues plaguing the community regarding the influx of traffic and other safety issues in a community. Require open lines of communication from DDOT with the community to whole community solutions to improve the immediate conditions and support overall safety. Moving away from piecemeal solutions will support long-term, sustainable safety solutions.
- Require the Office of Planning and DDOT to create a process for coordinating land use planning and needed zoning improvements to increase equitable public transit access for communities lacking adequate service. This plan should include members of the relevant agencies, members of the public, and advocates.

- Maximize affordable housing infrastructure investments by having the Office of Planning work closely with DDOT and housing agencies to focus affordable housing development close to public transit.
- Focus our city planning and funding on increasing walkable amenities in neighborhoods; there needs to be a particular focus on increasing options small/mid-size grocery stores, restaurants, pharmacies and small retail stores, and green space.
- Support and secure funding to ensure community driven solutions to traffic safety and creating community spaces, like the North Capitol Deck Over Project, are realized and supported by DDOT and future year budgets

Use driver education to discourage reckless behaviors and rethink traffic enforcement

- Move traffic enforcement to a function of the Department of Public Works to remove enforcement of traffic violations from MPD.
- Focus efforts on increasing automated enforcement of traffic violations. Start by utilizing current data to shift the use of current automated enforcement cameras to problem intersections and corridors.
- Direct the Department of Motor Vehicles to share driver education materials with all DC registered DC drivers through email communication and mail annually. This correspondence should also be sent to out of state drivers who have DC traffic citations.
- Establish equitable citation fee structure to be adjusted income levels. Eliminate the doubling and tripling of citation fees after a month's time. Focus on the collection of fees by the creation of payment plans and other alternatives.
- Utilize enforcement efforts – such as license suspension, booting, towing, etc. – to change the behaviors of reckless drivers and persons with repeat traffic violations.

Trails Network

Question: 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

Question: Further explain how you would advocate for the completion of the DC's portion of the Trail Network?

The Metropolitan Branch Trail is an important part of our community in Ward 5 and can provide greater connectivity to our communities and local businesses. As a councilmember, I would like to work closely with WABA, other advocates, neighbors, and stakeholders to explore how to best advocate for the completion of DC's portion of the trail network and secure the funding necessary to not only construct, but to maintain, a high-quality network of trails in the District.

Vision Zero

Question: 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

Question: 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?

As a councilmember I would like to focus on realizing the promise of Vision Zero by fighting to ensure it is fully fund and establish the following tangible actions steps:

- Fully fund and implement Vision Zero and the Vision Zero Enhancement Omnibus Amendment Act of 2020.
- Establish a Vision Zero Task Force to include relevant agencies and community partners to support in the implementation of the action plan and to broaden community engagement and feedback.
- Establish DDOT ward community advisory committees to Increase opportunities to foster dialogue between DDOT and communities by fostering opportunities to have a clearer understanding of the community needs and challenges.
- Require DDOT to work with the community to complete and update the DC Complete Streets Policy with a focus on street redesign to optimize safety and reduce speed limits to decrease traffic violence and accidents.
- Use current major crash and fatality data to prioritize immediate action steps and adjustments to problem intersections and corridors.

- Establish a DDOT specific portal to report community needs with real time tracking of progress. Make this dashboard public to allow residents to see track submitted requests and project completion timeline.
- Prioritize sidewalk improvements and work with the community to expedite requests.

Transportation Equity Priorities

Question: If elected or re-elected this year, what policies or legislation will you pursue in your upcoming term to ensure our transportation system is equitably moving forward?

I have noted a few legislative areas of interest above.

Transportation Equity Pledge

Question: Will you sign our transportation equity pledge?

As I read the Transportation Equity Pledge many of the goals resonated with me but there were a few areas that I want to learn more about:

- I agree with working toward removing police from civil traffic enforcement while transferring the responsibility to local Department of Transportation this is not something we can do without being very careful examination. As we move toward this goal, we need to create a detailed plan as to how individuals would be trained and prepared for the wide variety of situations any person might face in traffic enforcement. In the District we already have the infrastructure to phase into this, but I want to know more. Also, even with this shift, the role of police in this process will likely never be fully removed. I would like to understand more about how to appropriately shift responsibility while thinking about our current situation and the need for intensive focus on street safety.
- I agree with the need to expand MARC and VRE commuter rail service to make it frequent, reliable, and available outside of rush out. But I am not clear on why there is a need to oppose the Maglev train, which has the ability to remove cars and emissions from the roads and create thousands of jobs in the region, and specifically to District residents. I would like to understand more about why this opposition is a part of the pledge when this is a mass transit opportunity.

- I wholeheartedly agree with prioritize complete streets, and I believe we must immediately do so. I understand why we should not prioritize highway expansion, but we live in a region that is interconnected through highways that bring people from all over into our city. I would like to better understand the rationale for this opposition and how we can ensure that the portions of “highway” we have in our jurisdiction can be maintained and meaningfully connected to our priorities with complete streets.

I AGREE with all the following:

- Fully fund the completion of bus and bike networks
- Fund the completion and maintenance of the National Capital Trail Network (as identified by MWCOG/TPB).
- Invest in building and preserving affordable housing (ex: with rent stabilization measures) units to meet the needs of a growing region, with an emphasis on policies that will allow for more transit-oriented development.
- Ensure all residents have equitable access to affordable and reliable public transportation
- Reduce and eliminate the deaths, especially vulnerable road users, in traffic crashes – fully funding and implementing county and/or city vision zero plans and legislation
- Follow through on the Americans with Disabilities Act and address the persistent barriers and gaps that prevent our communities and public transportation systems from being truly ADA-accessible.
- Ensure all residents have access to continuous even sidewalks placed along both sides of all local streets with the purpose of developing sidewalk connectivity.

More about my campaign and my vision for transportation equity and street safety at FaithForWard5DC.org.