

# 2024 DC Council Ward 7 Candidate Questionnaire on Transportation Issues

*Host Organizations: Deanwood Citizens Association, Washington Area Bicyclist Association, Friends of the DC Streetcar.*

*WABA and other 501c3 organizations **do not endorse** candidates for any political office.*

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## Responses from Nate Fleming

### Street Car

**What actions will you take to ensure that the DC Streetcar is extended to Benning Road Metro Station in a timely manner?**

*I will champion the extension of the DC Streetcar during the budget process. I am deeply familiar with the inner workings of the DC Council and how items get funded in the budget as a result of the five years I worked as a Legislative Director on the Council. The streetcar hasn't been extended to Ward 7 because there hasn't been a fierce advocate for its completion on the council.*

*I will also embark upon a public engagement and education campaign where we engage the community on extension of the streetcar. I believe that when residents have all the information on the advantages and disadvantages of extending the streetcar, they will overwhelmingly support extending the streetcar. Many of the concerns I have heard regarding the streetcar extension can be addressed with proper planning and foresight.*

### Protected Bike Lanes

Protected bike lanes would reward residents who choose to travel in ways that conserve land, energy, and fuel and they also fight climate change. Expanding the number of protected bike lane miles in the ward would make bicycling safer, easier and more popular and also reduces fuel use.

**Do you support increasing funding to expand biking infrastructure in your ward?**

Yes \_X\_ No \_\_\_\_\_

**How will you ensure the expansion of off-street paths and protected bike lanes on major thoroughfares and connecting streets that are comfortable for people of all ages and abilities?**

*I will work with DDOT and stakeholder organizations to plan for off-street paths and protected bike lanes. I would also begin a community education campaign on the benefits of bike lanes that includes information on how they save lives, protect the environment, and promote public health.*

### **Capital 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 D.C. alongside MD and VA, dedicating funding to complete our regional trail network?**

Yes   X   No       

**Further explain how you would advocate for the completion and maintenance of the ward's portion of the Trail Network?**

*Ward 7 is an ideal place to locate trails because we are fortunate to have more park space and green space than any other ward. This creates a prime environment for anchoring a network of multiuse trails. Our ward also shares an extensive border with Maryland allowing for easy connection to southern Maryland via trail. As councilmember, I will advocate for DC to contribute it's portion to the tri-state trail network as new trails will create great opportunities for Ward 7 residents to walk, hike, bike and enjoy our natural surroundings.*

*I would also make sure the Trail Network is safe and well maintained. Our ward has been disproportionately impacted by violent crime and poor upkeep of park spaces. In order for residents to take advantage of a new trail network, security measures and routine maintenance must be up to par throughout the trails network.*

### **Vision Zero**

**What plans do you have to pursue more bus-only lanes in Ward 7?**

*I support the creation of more bus-only lanes on major thoroughfares in the ward that are wide enough for multi lane traffic. More bus only lanes will encourage residents to use public transportation because it will be more efficient.*

**Please discuss your opinion of the Minnesota Ave redesign that DDOT completed in 2023?**

*The bus priority project on Minnesota Avenue was intended to support the noble ideals of promoting safety, efficiency, and accessibility along Minnesota Avenue. However, we need to*

*work to ensure that future projects are completed in a more timely and less obstructive manner so that traffic is minimally impacted during the construction phase. I am also concerned about how narrow the street has become, impacting the ability of emergency vehicles to travel to and from emergencies.*

*The new wheelchair ramps installed by the project make it easier for members of the community with disabilities to ride buses. The high visibility crosswalks and other similar measures are important in reducing pedestrian injuries and fatalities. I am pleased that DDOT reports that dangerous speeding is down following the completion of this project.*

**Washington D.C. has failed in its goal to eliminate traffic deaths and serious injuries by 2024, what will you do to push the district to one day achieving the goal of eliminating traffic deaths and serious injuries?**

*I believe we need to prioritize transportation safety for pedestrians, cyclists, motorists, and all residents of DC. Vision zero is attainable. Pedestrian and cyclist injuries and fatalities are disproportionately located East of the River. I will work hard to make Ward 7 a ward with zero traffic fatalities and DC a city with zero traffic fatalities. I support traffic calming measures that will prevent drivers from driving at dangerous speeds through our communities. We need new wheelchair ramps installed along bus routes throughout the community to make it easier for residents with disabilities to ride buses. High visibility crosswalks and speed deterrents are also important in eliminating pedestrian injuries and fatalities.*

**Enforcement**

**What will you do to ensure the District is holding dangerous drivers accountable?**

*I believe there needs to be more human enforcement of traffic violations. The worst violators need to be held accountable in real life, not by the flash of a camera. However, I do not believe police should use minor traffic violations as a pretext for petty arrests. I am simply suggesting that the most dangerous drivers should face an actual person when they are caught endangering the pedestrians, bicyclists, and drivers of other vehicles.*