

## 2018 All Walks DC Candidate Survey

### ***1. What do you see as the top three obstacles to walking in DC, and what concrete actions do you plan to take to address them if elected?***

Heavy traffic, lack of enforcement of cross walk, stop sign and traffic lights violations by drivers, and non-attentive drivers (especially of SUVs) on their cell phones. For traffic reduction see question 2.

DDOT should use social media and TV ads to educate the public about the importance of preventing these dangerous violations. In addition, slow turn boxes should be expanded throughout the city, along with automatic walk signals at every traffic light for pedestrian crossing.

### ***2. DC's Vision Zero Initiative aims to eliminate serious injuries and death for people traveling in DC by 2024. However, traffic deaths have grown for each of the past few years. Getting to zero deaths and injuries will require difficult political choices, such as reducing car speeds, parking, or travel lanes. Will you commit to prioritizing pedestrian safety over convenience?***

Yes, by all means necessary. DC should move to car-free zones like many cities in the rest of world, along with expanded low-cost to free public transportation especially electrified bus and taxi service serving all neighborhoods, especially east of the river with lower fares, progressive dedicated funding (see Support Save Our System Coalition (WMATA), <https://www.savemetro.org/>).. Begin with congestion pricing in DC's downtown business district, with revenue going to public transportation, using the study of Move DC as a basis. As an environmental scientist and participant in Sustainable DC (Transportation Working Group in phase 2.0) I strongly advocated for a goal for 100% renewable energy by 2035 (supported by our Mayor in the unanimous vote in June 2017 of the U.S. Conference of Mayors\*, but still more aggressive than the 50% goals by 2032 of Sustainable DC) which would sharply reduce air pollution with its harmful health impacts (e.g., childhood asthma and dementia). I support passage of the Transportation Benefits Equity Amendment Act of 2017 (B22-0175), still under Council review.

\*<https://cleantechnica.com/2017/06/28/250-us-mayors-commit-100-renewable-energy-amidst-adoption-new-climate-resolution/>.

### ***3. Studies have shown that allowing right turn on red increases pedestrian crashes, particularly in areas with high pedestrian volumes. Would you support banning right turn on red, either citywide or across downtown or in other neighborhoods?***

The right turn option on red should be seriously reduced citywide!

***4. DC uses a system of automated (camera) traffic enforcement. What is your opinion of this program and how would you improve it?***

Common sense should prevail in enforcement, rather than the present practice of revenue collection by onerous fines. For example, fining rolling stops at stop signs with no other cars nearby is unacceptable; in contrast in the UK common sense prevails. Further, traffic fines should be based on income instead of a regressive one-for-all charge (follow Finland's lead). The city's cameras should be the mechanism of congestion charge implementation such as is the case in many cities around the world (e.g., London).

***5. Autonomous vehicles are on the horizon in DC. How do you think policies should shape the way AVs affect curb space, streets, and land use in DC, especially as it relates to walking?***

Autonomous vehicles need comprehensive evaluation before DC should even consider allowing them to operate on our city streets. If they pass the test for safety then the policies in question should be designed by transportation experts subject to comprehensive review by the public.

***6. Not everyone has safe spaces to walk in their neighborhood, or amenities to walk to. How do you plan on addressing that issue when in office?***

See my answer to question 2.

***7. Currently DC policy calls for speed limits to be set according to how fast 85% of drivers drive on a given road, rather than finding a speed that is safe for that road's design. Given that speed is the factor that causes many fatalities and serious injuries, would you support changing DC law to set speeds based on safety standards?***

Yes, a safe speed should guide speed limits set by law.

***8. The Safe Accommodations law is designed to keep sidewalks open around construction zones. Recently, though, we've seen more sidewalks closed across the city, even in areas with heavy foot traffic. What will you do to keep sidewalks open during construction?***

The Safe Accommodations law should be enforced and be amended if necessary to require open sidewalks during construction.