



COMPLETE

Collector: [Redacted]
Started: [Redacted]
Last Modified: [Redacted]
Time Spent: [Redacted]
IP Address: [Redacted]

Page 1: Contact information

Q1

Contact information

Name	Shannon Talbert
Email	shannon@janeese4dc.com
Website	janeese4dc.com
Social media accounts	@janeese4dc

Q2

Please upload a high-resolution headshot that GGWash has permission to use.

JLG-1717%20(1).jpg (3.2MB)

Q3

Yes

Do you support Mayor Muriel Bowser's goal, announced in 2019, to add 36,000 new units of housing in the District by 2025?

Q4

I'll support another housing production goal, and would be willing to propose one myself.

If successful, the 36,000-unit goal will be met by 2025. However, the District's population is estimated to grow to over 900,000 people by 2045, and the region is expected to have a shortfall of about 690,000 housing units by then. Will you support a second goal for housing production in the District by 2050? If the mayor or your colleagues don't propose a production goal, will you propose one yourself?

Q5

Over 100,000

With 36,000 presumably completed units as a baseline in 2025, how many additional units do you think should be built in the District by 2050?

Q6

Yes

Housing production in D.C. has been uneven and particularly concentrated in certain neighborhoods. Do you support the mayor's approach of setting production targets in each of the District's planning areas to evenly disperse the construction of new housing?

Q7

Yes

Should apartments be legal in all parts of all the District's neighborhoods?

Q8

Council's land use authority is limited: The Home Rule Act states, "the mayor shall be the central planning agency for the District" (page 13), and councilmembers do not, generally, vote up or down on individual developments. Councilmembers' most direct influence on land use is through the Comprehensive Plan, though they cannot change that unless amendments are proposed by the mayor. However, the council can still act to increase housing production, whether through legislation and budgeting, or by directing the executive to pursue amendments before the zoning commission. Please rank the following policies that would increase housing production in the order that you would request your staff to pursue them, if elected. (This list is purposefully not inclusive of affordability and stabilization policies, which are addressed in subsequent questions.)

Legalizing two-unit buildings District-wide	1
Legalizing four-unit buildings District-wide	2
Subsidizing individual homeowners to construct ADUs	6
Increasing the percentage of affordable housing required in public-land dispositions	3
Incentivizing the conversion of office buildings to residential properties	4
Eliminating the Height Act	7
Eliminating parking requirements in new construction	N/A
Amending the building code to reduce construction costs	N/A
Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations	5

Q9

If you have any other preferred means by which you, as a councilmember, would increase housing production, please share them here.

As a Councilmember, my preferred means for increasing housing production is passage of my Green New Deal for Social Housing legislation. This model has been very successful in other world-class cities and can be a key part of the future of housing development here. It addresses so many of the District's outstanding needs because it encompasses the totality of the need for housing - not just market-rate housing or housing for people living with very low incomes. And, most importantly, it creates community.

Social housing, while initially requiring local funding, is designed to be self-sustaining. Unlike our current model of investing tens of millions of dollars in each affordable housing development, then adding to that initial funding as the property ages, and often providing ongoing rental subsidies, social housing is designed to operate and sustain itself without the need for vouchers or new tax credits when the building needs to be updated.

One other preferred but under-utilized tool Councilmembers have is to expect more from the programs we have already legislated and funded over the years. This means demanding that the DC Housing Authority allocate all of its voucher funding every year and ensure the housing their residents live in is safe and habitable. This means ensuring the Department of Housing and Community Development and DC Housing Finance Agency are maximizing every dollar they receive from the District and the federal government. Currently, the underwriting process for these developments is secretive and has been called into question regularly. I believe both agencies should be required to make their underwriting reports public to ensure we are stretching our housing funding as far as we possibly can, rather than enriching favored developers.

Q10

Where in your ward do you think new housing should be built? If you do not think new housing should be built in your ward, please write, "I do not think new housing should be built in my ward." At-large candidates should indicate where, and whether, they think new housing should be built in the District.

We desperately need more housing and especially affordable housing. That's why I have been a champion for adding housing across Ward 4, as evidenced by my work in support of the additional housing units at Dance Loft.

For far too long, affordable housing has been shoehorned into certain corners of the city. It is largely driven by anti-growth activism in wealthy neighborhoods and by zoning laws/affordable housing programs that reflect poor urban planning practices and values from the 50s. Many parts of the city need to be upzoned to increase density, especially near areas well served by transit, and especially underutilizing spaces like surface parking lots and abandoned buildings. For instance, in Ward 4, we should have more density along major corridors like Georgia Ave and 14th street. DC would benefit greatly from significant development and density around Metro stations throughout the city. That development would create projects that include deeply affordable housing. If we want a more equitable city, that upzoning should be spread throughout the city. If we continue to allow individual neighborhoods to block development or opt out of upzoning it will exacerbate racial disparities. In Ward 4, we have many opportunities to increase the housing supply without making big changes to the character of our neighborhoods, such as making it easier and more affordable for homeowners to rent out their basements or accessory dwelling units, and even combining that with vouchers or others programs to increase the number of subsidized homes in our neighborhoods. There are many surface parking lots in prime areas with soaring housing costs. We don't need to become Manhattan to improve density, achieving Paris's density levels would be a big step.

Q11

Where in your ward do you think density should be increased to accommodate the construction of new housing? If you do not think density should be increased in your ward, please write, "I do not think density should be increased in my ward." At-large candidates should indicate where, and whether, they think density should be increased in the District.

In 1950, DC had more than 100,000 more residents than it does today. That was before all the buildings we've built near metros in the past 20 years. We know we can achieve at least that population again. Doing so could significantly improve equity, welcome new residents, and enable younger generations to afford homes in the neighborhoods they grew up in.

Ward 4, like every Ward, must do our part and will benefit from the vibrancy if we manage it well. As I said in 2020: Georgia Avenue is ripe for development and density. We need to encourage growth and development along all our major corridors and around Metro stations. Upzoning Georgia Ave, decreasing bus headways, and expanding the bus lane the length of the avenue would connect downtown, new development at Walter Reed, Takoma Park, and Silver Spring with a long stretch of housing, retail, and commercial the entire length of Ward 4. There are way too many single and 2-story buildings on this major thoroughfare. Increasing density would improve the case for transit, make local businesses more sustainable, and help manage housing costs and limit displacement. We should also make sure that there are protections in place for local businesses so that their rents don't skyrocket and displace them after they make it through the tough years.

Likewise, there are long stretches of 14th street of single-story development. That shouldn't be.

I have been actively engaged in helping revitalize Kennedy Street (where I grew up) and would like to see it grow to include more housing so that it's businesses will thrive and we can reduce the storefront vacancy rate.

The area near Takoma's metro stop also has some surface parking lots that could be put to better use, perhaps as underground lots with retail and housing above if those spots are needed for accessibility.

Q12

Removing or raising the Height Act within 1/4 mile of Metro stations

Given the opportunity, how would you amend the District's Height Act?

Q13

Yes

Would you support amending the District's preservation laws to remove height and mass from the purview of historic review? Under such a proposal, District historic officials would still review materials, aesthetics and compatibility of designated structures, but overall density would be controlled by zoning the same way it is for non-designated structures.

Q14

Costing no more than 30 percent of one's household income

I consider affordable housing to be (check all that, in your opinion, apply):

Q15

I consider market-rate housing to be (check all that, in your opinion, apply):

**Not means-tested or income-restricted,
Unsubsidized**

Q16

Check any of the below combination of features that you would consider social housing.

- District-owned housing on District-owned land, built by a District agency and managed by a District agency**
 - ,
 - District-owned housing on District-owned land, built by a District agency and managed by a private property-management company**
 - ,
 - District-owned housing on District-owned land, built by a private construction company and managed by a District agency**
 - ,
 - District-owned housing on District-owned land, built by a private construction company and managed by a private property-management company**
-

Q17

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 0 percent MFI and 30 percent MFI, and why?

Building housing for residents in this MFI range often costs more than the developer can charge so the financing is often the most challenging hurdle.

Of course, cross-subsidies from profitable units and government subsidies (and various tax credit programs) can help resolve this challenge. But, even with these subsidies, a developer will need ongoing voucher subsidies in order to properly operate a building. A person making 20% of AMI cannot afford a 30% unit, but will still be a good renter who is badly in need of housing. And, as rents go up every year, incomes don't necessarily rise at the same rate so a voucher subsidy is key to paying for ongoing operations. For that reason, development subsidies must be paired with housing voucher subsidies if there is any hope of getting a significant number of 30% AMI units.

The financial challenges aren't the only factor. There is also a dearth of buildable land/locations, zoning limitations are a frequent hindrance, and legal challenges slow building significantly. All of these have an impact on the building process.

Q18

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 30 percent MFI and 50 percent MFI, and why? If your answer is the same as above, please explain why.

The financial model challenges are somewhat lessened when building for residents in this income range but they still exist and they remain the same. Someone living at 50% of AMI is still living at a very low income and generally cannot support an annual rental increase. Additionally, someone at 35% of AMI automatically falls into the 50% AMI category, but cannot pay the 50% AMI rent. Voucher subsidies are as critical as development subsidies.

Q19

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 50 percent MFI and 80 percent MFI, and why? If your answer is the same as one above, please explain why.

In this range, cost of construction materials and labor can be less than the market price making it possible to profitably produce housing. Issues of land availability, zoning rules, and the cost of dealing with opposition become the primary obstacles.

Q20

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 80 percent MFI and 120 percent MFI, and why? If your answer is the same as one above, please explain why.

If we have a superior land-use policy across DC, it would be easier to add housing for this population since it would be consistently profitable.

Q21

While the District has a robust Housing Production Trust Fund, it is not infinite, and land costs in the District impact the number of affordable units that can be constructed, as well as the percentage of MFI to which they can be subsidized. The below scenarios are not inclusive of all options that will ever be on the table. They are, however, representative of the tradeoffs inherent in balancing funding for and the location of income-restricted, subsidized “affordable” housing, which is often cross-subsidized with market-rate housing. Please choose the scenario you would prefer, and explain why you prefer that scenario.

One 30-unit project in Chevy Chase for residents making between 60 (\$54,200) and 80 (\$72,250) percent MFI, and one 20-unit market-rate project in Congress Heights

Q22

I prefer this scenario because:

Ward 3 has a glaring deficiency in the construction of affordable housing, and it's been exacerbated by systemic racism. That must change. I support additional housing development, especially deeply affordable housing in Wards that haven't contributed enough historically. Socioeconomically diverse neighborhoods foster equity and opportunity. I prefer this specific option because it balances the locations of affordable housing without reducing the number of units.

We sometimes forget that many people who grew up or currently live in East of the River communities like Congress Heights are there because they want to be. They don't live in those neighborhoods because the housing is less expensive, they live there because that is their community. They don't want housing in Ward 3, they want the housing in their neighborhood to be better. And, as they grow in their careers, they want to remain in the community they care about. But, if we're only building income-restricted housing in these neighborhoods, we're driving out the people who are more invested in the wellbeing of the community. We need to be committed to building quality market-rate housing and deeply affordable housing city-wide to create thriving neighborhoods that span the spectrum of economic profiles.

Q23

In the Office of Planning's Housing Framework for Equity and Growth, released in October 2019, Mayor Bowser set targets for the production of affordable housing per planning area "to achieve an equitable distribution of no less than 15 percent affordable housing in each planning area by 2050." Progress toward these targets is shown above. As a councilmember, what will you do to ensure that enough affordable housing is built in each planning area so as to achieve this goal?

Economically, culturally, and racially diverse neighborhoods should be our goal. Welcoming neighbors who choose Washington and creating liveable communities for a generation of people who want to make Washington their home are important.

As Councilmembers, our biggest opportunity to make that possible is by enacting a comprehensive plan that is pro-affordability, pro-housing, and pro-equity. I will advocate for one.

We also need political leaders who will use their platform to advocate for safe, equitably just, affordable housing. Here is an example of how I have done just that in my time as a Councilmember:

<https://www.petworthnews.org/blog/cm-lewis-george-affordable-housing>

Q24

This is a suitable evolution of TOPA.

The Tenant Opportunity to Purchase Act has historically enabled the cooperative purchase of apartment buildings that are put up for sale by a tenants' association. There are many ins and outs of the TOPA process, one of which is the ability of tenants to take buyouts, if the interested buyer is willing to make them. Buyouts have skyrocketed to, in some deals, \$60,000 per unit, making TOPA, functionally, not an anti-displacement policy but, rather, a tenant-equity policy. Do you think this is a suitable evolution of TOPA, or should the law be amended to either formalize or restrict this?

Q25

Please explain your selected response. If you'd like, feel free to expound upon cutbacks to TOPA eligibility, including the recently proposed 10-year exemption to TOPA in the Downtown Action Plan.

Displacement fractures community bonds and erodes the culture of our communities. While housing creation is vital, we must also address how it impacts long-term residents and ensure that they have the ability to stay without feeling pushed out. This issue has many economic factors, but it isn't just about supply and demand. It's also about understanding what drives people out of the community – everything from noise complaints for gatherings that have been established across many generations to the transformation of our long-time local businesses to cater to new residents. Achieving neighborhoods in which new residents and longtime residents thrive at the same time are very much possible, and I'd like to learn more about policies that promote that outcome.

Regarding the evolution of TOPA, I want to learn more about how and if the changing dynamics have impacted TOPA as a tool to slow displacement and also how it contributes to racial wealth disparity. The high payouts are obviously not the desired outcome for TOPA transactions, but they serve a purpose. More times than not, if a renter has to take a buyout, they then leave the District. If we're going to force them from their homes, they should at least be paid for it.

Rather than eliminate buyouts, I would prefer to find a way to make them the exception rather than the rule. We need to make it easier for residents to exercise their TOPA rights and actually become owners of their properties. Ideally, if a property is being sold, it should be converted into social housing rather than an expensive buyout plan that pushes out tenants and raises rents.

Q26

Limited-equity co-ops and community land trusts enjoy widespread support. How would you encourage their proliferation?

Yes!

Ward 4 doesn't have many limited-equity co-ops or Community Land Trusts (CLTs), but I happily encourage them for the development of new properties or conversion of old ones. In my time on the Council, I have advocated for and ensured additional funding for DHCD to use to provide technical assistance grants to tenant associations that want to do a co-op conversion. I also advocated specifically for the restoration of a CLT's funding in the FY24 budget when it had been stripped away by the administration.

When I meet with tenant associations or developers who are looking to develop new housing or convert existing housing, I ask about options for ownership. Many times, the developers or residents don't feel like that's an option because they don't understand the process of setting up a limited-equity co-op or think CLTs are a way for the government to take their home. One of the best things the Council can do to encourage development of co-ops and CLT properties is to restore funding to the agencies that work with tenant associations to explain and administer these.

Q27

Describe your views of the District's inclusionary zoning policy. What do you think it should be achieving? What is it currently failing to do? What, if anything, you think should be changed about it?

I imagine a world where we are adding significant amounts of workforce housing, deeply affordable housing, and also market-rate housing—a DC in which teachers can live near the DCPS schools they teach in and there is workforce housing available for nurses who want to live near the health facilities where they provide care. I imagine a block like the one I grew up on where my history teacher lived across the street and many grandparents, children, and grandchildren all lived right near each other. We don't see nearly enough housing to meet any of these needs let alone all of them and it means people who would want to live in DC, including many friends of mine, are pushed to Baltimore or other cities. We are losing amazing neighbors this way.

IZ is meant to produce sustainably affordable (and deeply affordable) housing and it does, just not enough and too slowly. I am so glad we have IZ since it has created many units and I hope IZ+ will exceed expectations but given the depth of our housing crisis it will have to!

I was struck by the results out of Austin where they seem to have succeeded at building enough housing that rents are actually going down while they are rapidly increasing in most cities with robust job markets. I'd consider it a big success if we could build enough housing that rents finally went down.

The District currently has a robust IZ program that I think can be a strong tool for creating both rental and homeownership units. The problem isn't in the design of the program, it is in the execution and administration. Developers and property managers are often forced to let these homes sit empty for once while they wade through the lengthy lottery process at DHCD. This costs the developers money, frustrates all parties involved, and discourages increasing the number of IZ units in a development. This is a problem that can be fixed.

Q28

Mostly tenant-based

Affordable housing is publicly subsidized in two main ways: project-based subsidies (such as Housing Production Trust Fund dollars or Low-Income Housing Tax Credits) that are tied to a unit and reduce its cost for any qualified tenants who live there, and tenant-based subsidies (i.e., portable vouchers) that a qualified tenant can use on any market-rate unit. Acknowledging that an even split is not realistic, how do you think the District should divide its public subsidy money between these two methods?

Q29

I do not support public funding for privately owned sports stadiums in the District.

Sports teams and government officials have long touted the economic benefits of publicly financed, privately owned sports stadiums, but research spanning the last 30-plus years has found that these projects consistently do not deliver their promised economic impacts, while imposing major public costs. Which of the following statements best describes your view?

Q30

Creating opportunities for new housing

The District's current Comprehensive Plan was written in 2006 and amended in 2021. The Office of Planning will begin the process of rewriting it in 2025. The Comp Plan is the District's foundational land-use document; though land use naturally intersects with other sectors, the Comp Plan's legal scope is limited to land use alone. Which of the following will be your top priority in a rewrite of it?

Q31

Yes

Traditional smart-growth planning principles concentrate high-density construction, including apartment buildings, on major corridors. This, by design, leaves residential areas off of corridors untouched. Do you agree with this approach to the distribution of housing within neighborhoods?

Q32

Yes

Production, distribution, and repair zones—basically, industrial uses—are largely concentrated in the Near Northeast planning area. In a Comprehensive Plan rewrite, would you support a fair-share approach to the location of parcels zoned for PDR, which would necessitate adding PDR zoning to planning areas where there currently is none or very little, such as Near Northwest and Rock Creek West?

Q33

Where in the District should PDR zoning should be added so as to more fairly balance it across the District? If you do not think PDR zoning should be added in the District, please write, "I do not think PDR zoning should be added in the District."

I agree with the equity goal of having PDR zoning be more broadly distributed but would welcome additional specific proposals to learn more about the optimal locations for advancing those goals.

Q34

Land-use changes in the District are sometimes, though not always, required to be accompanied by a public input and/or community outreach process. The following is a non-exhaustive list of means by which public input might emerge, or community outreach might be conducted. Of course, different proposals will occur in different contexts, and it's understandable that you might feel that your preferred ranking would vary based on individual proposals. However, all else being equal, rank the following based on how greatly you, as a councilmember, would value them:

- Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing **6**
- Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing **7**
- Letters, emails, and calls from residents adjacent to a given site **5**
- A resolution passed by the relevant Advisory Neighborhood Commission(s) **4**
- Emails sent via click-to-send action alert **9**
- A petition with 100 or more signatures **8**
- A statistically significant survey or poll of neighbors adjacent to a given site **3**
- A statistically significant survey or poll of ward residents **1**
- A statistically significant survey of District residents **2**

Q35

Too many cars

Do you think there are not enough cars, enough cars, or too many cars in the District?

Q36

Yes

The Sustainable D.C. 2.0 plan includes a target of reducing commuter trips made by car to 25 percent. Do you agree that incentivizing residents and visitors to drive less should be an explicit policy goal of the District?

Q37

Yes

Internal data for WMATA estimates that bus delays cost the system at least \$14 million per year. Buses are primarily delayed by sitting in single-occupancy vehicle traffic. Bus riders are more frequently Black and brown, and less affluent, than rail riders and drivers. Do you support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

Q38

If yes, how do you think DDOT should prioritize repurposing street space to create dedicated bus lanes?

DDOT should repurpose whichever lane its staff believe is best on any given street.

Q39

A 12-year study, published in 2019, found that protected bike lanes drastically lowered fatal crash rates for all road users in Seattle (-60.6%), San Francisco (-49.3%), Denver (-40.3%) and Chicago (-38.2%), among others. Do you support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

Yes

Q40

If yes, how do you think DDOT should prioritize repurposing street space to create protected bike lanes?

DDOT should repurpose whichever lane their staff believe is best on any given street.

Q41

Road pricing, or congestion pricing, in which motorists pay directly for driving on a particular road or in a particular area, has successfully reduced congestion, improved air quality, and raised money in London, Stockholm, and Singapore by reducing the number of vehicles on the road and improving transit performance. New York City is moving forward with its implementation of road pricing. Though it is on its face unpopular to drivers who currently do not pay to do so, a road pricing program charging drivers for their trips into downtown is estimated to generate about \$345 million for the District. Would you, as a councilmember, support road pricing as a means to reduce congestion to speed up transit, improve air quality and public health, and raise revenue?

Yes

Q42

If yes, how would you propose reinvesting the \$345 million in revenue road pricing is estimated to generate for the District? If no, please write, "I do not support road pricing."

As a priority, additional revenue from road pricing should make other forms of transportation – public transit, walking, biking, rolling – more efficient, more accessible, and safer by funding projects such as more frequent bus and rail service, dedicated bus lanes, improved bus shelters, protected bike trails, multimodal trails, mobility accessibility improvements, and traffic safety upgrades – with a focus on improving road safety in areas around schools, healthcare centers, parks, and senior centers. Additional revenue should be invested in strengthening the District's safety net and core services through pay for early childhood educators, fully funding DC schools, increased SNAP food assistance, tax credits for working families, rental assistance, foreclosure prevention, property tax relief that allows seniors and other individuals on fixed incomes to age in place, and other social programs.

Q43

Yes

In 2019, the council budgeted \$475,000 for a road pricing study. The study is complete, but Mayor Bowser has not yet released it, despite 2024 legislation mandating her to do so. Do you think the study should be made public?

Q44

If "yes," how would you get the executive to release the report? If "no," please write, "I do not think the study should be made public."

Releasing the report is important both as a matter of policy (so the public can see the findings of the report), but also as a matter of ensuring the Administration and its agencies follow the law. The Council is currently using Council oversight hearings and public pressure to compel the release of the report after the Council passed legislation requiring its release. If these efforts continue to prove ineffective, the Council can take additional steps such as a subpoena, filing a lawsuit, withholding confirmation of key appointments, or delaying approval of contracts.

Q45

WMATA's budget deficit is likely to extend beyond this year, and funding WMATA going forward will require the District to cut existing programs, raise revenue, or both. Please rank the following revenue-raising policies in the order of your preference:

Raising Metrorail and Metrobus fares	4
Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes	5
Implementing a road pricing charge	1
Increasing the gas tax	2
Increasing parking rates	3
Increasing the sales tax	6

Q46

Why is the above your preferred ranking?

I'd like to fund Metro in the way that most encourages people to choose transportation options that have a positive impact on others. I want to prioritize options that have the least negative impacts on DC residents with low incomes. I'd be interested to see a systematic racial impact analysis of these options as well as a thorough analysis of how these options compare in regressivity.

Q47

Guaranteed headways of 10 minutes or less within D.C.

Which of the following would you prefer?

Q48

Pick a planned transportation project in your ward that you support, and explain what you would do to ensure it comes to fruition. At-large candidates are welcome to select any project, regardless of ward.

I confronted Ward 4's pressing traffic safety challenges head on when I took office and used all of the tools that Council members have to make our streets safe. Grant Circle is a residential area, with families, seniors, and children. Residents witnessed numerous collisions, near-misses, and tragically, a traffic fatality. Previous attempts to address the issue faltered and were shelved over concerns about traffic flow. I engaged DDOT leadership and insisted on a comprehensive safety overhaul.

Joined by ANC 4C and vigilant neighbors, I got DDOT to commit to a transformative plan. This proposal promises to render Grant Circle safe and accessible for pedestrians, cyclists, bus riders, and drivers alike. Collaborating with DDOT and community stakeholders, we've refined the plan, addressing proactively addressing concerns and ensuring additional safety enhancements for surrounding areas.

By securing a traffic signal study for the hazardous intersection of New Hampshire & Taylor NW, we preemptively tackle potential safety issues downstream from the proposed changes. With DDOT's pledge to update the design and fund the project, progress is imminent. This initiative underscores our collective dedication to prioritizing traffic safety for all Ward 4 families, valuing their well-being over mere traffic speed. The transformation of Grant Circle will soon commence.

Q49

Incentives for people to drive less and nudges to make them drive safely can prevent drivers from killing other people, but research shows such “carrots” won’t be enough to curb this public health crisis. Keeping people alive and safe on District roads requires policies that actively reshape our transportation systems and built environment to decrease single-occupancy vehicle trips, and to slow down drivers when they do make those trips. Please rank the following policies in the order that you would request your staff pursue them.

Implementing a road-pricing program	3
Increasing the cost to own a car in the District, including RPP and parking registration	8
Removing minimum parking requirements in new developments near transit	4
Implementing road diets on arterial streets	5
Making some streets, especially residential streets, car-free	9
Regional reciprocity for automated traffic enforcement	1
Building more housing and affordable housing in the District proximate to transit and job centers	2
Removing travel lanes for bus lanes	6
Removing travel lanes for bike lanes	7

Q50

On-street parking occurs in public space, which means that an on-street parking spot cannot belong to a specific individual, and people park in different places at different times. What do you consider a reasonable threshold for evaluating if street parking is sufficient in any given neighborhood?

A resident is able to find an available public street parking space within one block in any direction of their residence (about a two- to four-minute walk), most of the time

Q51

The District's goal to be carbon-free by 2050 requires most of the reduction of its transportation emissions to come from residents turning existing single-occupancy vehicle trips into transit, walking, and biking trips. Please describe at least one trip you currently take by car (even if you, yourself, are not driving) that you can commit to taking on foot, by bus, by train, or by bike instead.

I used to drive to Lost Sock or Donut Run for a weekend coffee and treat in the morning.

More recently, I've switched to walking often with Kyle (my husband) and Sully (my dog). We get our steps in, don't need to look for parking, and have the time to connect as a family.
