

Bradley Thomas

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Contact information

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Page 2: Prescreening questions

Q2

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

Yes

Q3

If successful, the 36,000-unit goal will be met by 2025. However, the District's population is estimated to grow to 987,000 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 2045? If the mayor or your colleagues don't propose a production goal, will you propose one yourself?

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

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Q4 **Between 50,000 and 100,000**

With 36,000 presumably completed units as a baseline, how many additional units do you think should be built in the District by 2045?

Q5 **Yes**

Housing production in D.C. has been uneven and particularly concentrated in certain neighborhoods. Do you support the mayor’s goal to set production targets in each area of the District to more evenly disperse the construction of new housing?

Q6 **Yes**

On the forty-three percent of all surface area that is owned by the federal government in the District, it is illegal to build an apartment; according to a D.C. Policy Center report, “single-family units make up only 30 percent of the District’s housing stock, but occupy 80 percent of its residential buildings.” Should apartments be legal on 100 percent of all surface area governed by the District?

Q7

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 | 5 |
| Legalizing four-unit buildings District-wide | 4 |
| Subsidizing individual homeowners to construct ADUs | 6 |
| Increasing the percentage of affordable housing required in public-land dispositions | 1 |
| Incentivizing the conversion of office buildings to residential properties | 2 |
| Eliminating the Height Act | |
| Eliminating parking requirements in new construction | 9 |
| Amending the building code to reduce construction costs | 8 |
| Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations | 7 |
| | 3 |
-

Q8

Where in the District do you think new housing should be built? If you do not think new housing should be built in the District, please write, "I do not think new housing should be built in the District."

There is a lot of land within the District that is zoned for commercial use but is currently vacant and unused. I would ask that environmental impact assessments be made of the land in some of those areas and, on those areas found to be safe or those areas in which environmental hazards can be successfully mitigated, I would seek to build housing. I would also look to convert some of our stock of surplus government buildings, such as decommissioned school buildings, into residences. The third source I would look to would be the sites of abandoned former public housing complexes. We could raze the old, dilapidated and in many cases environmentally hazardous housing on those sites and replace it with new, safe, affordable housing. Last, but not least, I would seek to have new housing integrated into neighborhoods which are healthy and vibrant but yet still have vacant lots or vacant houses, especially those which are in the District's inventory and listed for tax sales. Rather than auctioning them off to the highest bidder, I would seek to have them renovated and sold as affordable housing.

Q9

Where in the District do you think density should be increased to accommodate the construction of new housing? If you do not think density should be increased in the District, please write, "I do not think density should be increased in the District."

I think density should be increased near Metrorail stations and along major Metrobus routes so that people who are willing to forgo private motor vehicles in lieu of public transportation could be encourage to buy or rent in those areas. We would then be able to reduce the per capita parking requirement for those units under the reasonable presumption that a greater percentage of the residents in that housing would be relying on trains and buses rather than private cars and trucks.

Q10 **Removing or raising the Height Act entirely**

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

Q11 **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.

Q12 **Means-tested or income-restricted, Costing no more than 30 percent of one's household income**

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

Q13 **Not means-tested or income-restricted, Unsubsidized**

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

Q14

What is, and is not, within the scope of a councilmember's authority to produce more affordable housing in the District? Or, describe not what you will do to produce more affordable housing in the District, but, rather, what any given councilmember (with, of course, an emphasis on the opportunities present to at-large members versus ward members) can do to produce more affordable housing in the District.

I believe that it is within the scope of a councilmember's authority to make budget recommendations to the mayor such as investing in programs to shield seniors from being forced out of homes, providing subsidies for legacy families to avoid displacement due to the inability to keep up with real estate taxes and conversion of surplus vacant office buildings for residential use. I also believe that a councilmember's authority extends to oversight of the DC Housing Authority and our Housing Production Trust Fund to make sure that funds earmarked to eliminate homelessness and increase home affordability for residents of modest means go to that purpose and are not diverted or misused. Further, I believe it is within a councilmember's authority to propose and advocate for passage of revisions to our Inclusionary Zoning law 1) to consider whether we should redefine the levels of eligibility, taking into account that what may be affordable to some people is completely out of reach for so many others and 2) to consider whether to increase the percentage of floor space developers are required to set aside for affordable housing at various levels of affordability. And I believe it is also within a councilmember's authority to consider the impact of development on larger families living in larger apartment units, such as 3, 4 or 5 bedroom units, with an eye to, if deemed appropriate, placing a moratorium or a partial restriction on the elimination of such larger units during renovation and redevelopment of apartment buildings and complexes.

Q15

The D.C. Housing Authority is an independent entity, and its debt is likely too great for it to realistically be moved under the purview of the District government. Given this, how would you, as a councilmember, answer calls to "fix" public housing?

Housing providers and the DC Housing Authority are significant players with regard to providing housing in the District of Columbia. I would recommend a restructuring of the debt coupled with significant oversight by the Council to insure that the debt doesn't re-emerge as a crippling factor in our push to provide adequate affordable housing in the District. Whether that means establishing some kind of oversight board solely focused on this issue, I'm not sure but I would certainly consider that as an option.

Q16

How many units of housing do you think should be built in the District by 2045 for households making between:

0-30 percent MFI (\$0-\$27,100 per year for a household of one)?	35,000
30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)?	30,000
50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)?	25,000
80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)?	20,000

Q17

In response to criticisms that it has failed to meet its targets for building extremely low-income housing (units restricted to residents earning 30 percent AMI or below), the Department of Housing and Community Development has stated, on page 23 of this report, that it cannot do so without coordination and support from other agencies, such as the D.C. Housing Finance Agency and the Department of Human Services. What is the best path forward to ensure extremely low-income housing is reliably produced?

I might suggest the creation of a housing czar, a single person or office with the responsibility of coordinating interagency cooperation on housing policy. I also would note that all of this is governed by the law of supply and demand. To increase affordability, we have to increase supply. That can be accomplished by increasing density, particularly around Metrorail stations and Metrobus routes and by lifting the height restriction so that more housing can be created within the limited space we have in the District.

Q18

As a councilmember, how will you ensure that the District produces housing for residents who make between 50 percent AMI (\$45,150 for a household of one) and 80 percent AMI (\$72,250 for a household of one)?

As a councilmember, I would take a hard look at our Inclusionary Zoning law and whether the definitions of affordability in that law are realistic and helpful. The Median Family Income (MFI), which used to be called AMI, for the District of Columbia, is based on what people earn throughout the Metropolitan area, including our wealthy suburbs. And when we consider that the average rent of the 2 bedroom apartment in DC is \$3,430 a month, which comes out to \$41,160 a year, it's clear that people need help. Even if a 5% MFI family of one chose to live in a studio apartment, the annual rent would be \$22,692 or approximately 50% of the total income. We have to build more housing so that, based on the law of supply and demand, we drive down the cost of housing. We also need to increase to minimum set aside for affordable housing under our Inclusionary Zoning law from 8% to 15%, thereby nearly doubling the number of affordable units. And we need to make a certain percentage of those affordable units, affordable at the 30% and 50% MFI level. Finally, I would consider legislation to provide tax incentives for developers who go beyond the minimum MFI requirements in their housing offerings.

Q19

As a councilmember, how will you ensure the District produces housing for residents who make between 80 percent AMI (\$72,250 for a household of one) and 120 percent AMI (\$108,350)?

As stated in my response to question 18, above, I would use a combination of tax incentives and adjustments to the Inclusionary Zoning law to set higher minimum requirements for space set asides at 80 percent MFI and 120 percent MFI and to encourage developers to go beyond those revised minimum requirements. I would also make adjustments to our zoning regulations to pave the way for higher density housing in area where the infrastructure, including access to public transportation, will support it.

Q20

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 are 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 publicly 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 25-unit project each in both Bellevue and Forest Hills, for residents making between 80 (\$72,250) and 120 percent (\$108,350) MFI

,
I prefer this scenario because::

I believe that it is important that affordable housing be woven into the fabric of our neighborhoods across the width and breadth of our city. We should not concentrate all affordable housing in certain wards or certain neighborhoods. The second scenario, if I'm reading it correctly, is the only one that provides for what seems, at least on the surface, to be an equitable distribution of affordable housing. And it gives residents of diverse neighborhoods some skin in the game when it comes to addressing the housing crisis in our city.

Q21

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 on those targets since January 2019 is illustrated in the above chart, from the Deputy Mayor for Planning and Economic Development. What will you do to ensure that all planning areas meets the stated targets by 2050?

I would look carefully at the zoning regulations in each target area and propose and help pass legislation to modify those regulations where appropriate to allow for more housing. I would also look at the property tax code to see where incentives can be put in place to speed up achievement of housing development in areas where it is lagging behind. Finally, I would look at infrastructure to see if roadway conditions, rail lines and station placement and bus routes can and should be improved to make those areas more attractive for housing development.

Q22

The Committee on Housing and Executive Administration has failed to advance any reform to the District's existing rent stabilization policies. Check the boxes to indicate the policies for which you would vote:

- Make four-unit buildings subject to rent stabilization,**
- Make buildings built prior to 2005 subject to rent stabilization**
- Peg eligibility for rent stabilization to a dynamic date, so that new buildings are subject to rent stabilization after 15 years**
- Allow only one increase per year, with notice, for any D.C. rental housing that's exempt from rent stabilization**
- Eliminate voluntary agreements that take rents to market-rate**
- Implement stronger oversight of all landlord petitions filed with the Department of Housing and Community Development**
- Clarify what types of landlord upgrades qualify for capital improvements petitions**
- Narrow the scope of hardship petitions; stagger allowable increases; and make increases temporary, rather than permanent**
- Make rent increases under substantial rehabilitation petitions temporary rather than permanent**
- Cap annual rent increases at the level of inflation, or consumer price index, and eliminate the extra two percent allowed under current law**
- Eliminate vacancy increases**

Q23

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 that this is a suitable evolution of TOPA, or should the law be amended to either formalize or restrict this?

TOPA should be amended to restrict this.,

Please explain your selected response.:

One of the purposes of TOPA is, or should be to maintain a reasonable stock of affordable housing in the District. While buyouts may be good for individual tenants in terms of giving them cash to move to a better apartment or to be applied toward a down payment or closing costs for a home purchase, unrestricted buyouts can and often do have the effect of removing units from the affordable housing stock. These essentially decommissioned units are often resold at market rates putting further pressure on our already tenuous affordable housing crisis. Buyouts should be restricted or otherwise regulated to ensure that bought out units remain affordable at the same level as existed before the buyout.

Q24

The D.C. Council voted to exempt single-family home sales from TOPA in 2017. As a councilmember, would you support reinstating single-family TOPA?

No

Q25

Given widespread support for limited-equity co-ops and community land trusts, what would you, as a councilmember, do to encourage their proliferation?

The key component in establishing and maintaining limited-equity co-ops and community land trusts is the education of the community members who will be the co-op owners and the trustees of the land trusts in the principles of membership, democratic control, economic participation, autonomy, cooperation and concern and maintenance of their surrounding communities. I would look to establish an office staffed with housing experts and advocates, similar to the office of Peoples Council but with a narrow focus on limited-equity co-ops and community land trusts. That office would serve the combined purposes of education, advice and legal support and advocacy for individuals and groups seeking to form and maintain such entities. I would also look to revising our tax code, where necessary, to ensure that co-op owners are receiving the same homestead exemption as other homeowners in the District and to all or some portion of the transfer and recordation taxes assessed in co-op sales. Additionally, I would eliminate the disparity between single family homeowner and owners in co-ops when it comes to free trash and recyclable pick up by the Department of Public Works so that co-op owners are not assessed a fee for that service.

Q26

The District Opportunity to Purchase Act "gives the mayor the authority to purchase certain apartment buildings in order to maintain existing rental affordable units for tenants and increase the total number of affordable rental units within the District." DOPA is primarily used as a preservation tool: If tenants do not exercise their TOPA rights, the District can make an offer on a building, as long as it "consists of five or more rental units and 25 percent or more of those units are 'affordable' at 50 percent of the median family income." What would you change about this, if anything?

I like DOPA. If I were to change anything, I would change the "five or more rental units" language to "four or more rental units." I would also replace the "25 percent or more of those units are 'afordable' at 50 percent of the median family income" with "25 percent or more of those units are 'afordable' at 50 percent of the median family income or 50 percent or more of those units are 'afordable' at 80 percent or less of the median family income." With that last modification, DOPA could be used if either one-quarter or more of the units are deeply affordable or one-half or more of those units are at least moderately affordable. I believe these modifications would help with the District's goal of maintaining more of the existing affordable housing while we look for ways to add more affordable housing stock.

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?

The District's inclusionary zoning policy is designed to require developers who seek to take advantage of DC resources, including infrastructure, tax incentives and our influx of affluent new residents to give a little something back to the community by providing some level of affordable housing. In my view, the legal thresholds are too low. Developers most often offer the minimum 8% of floor space at 80% MFI. We all know that MFI, which is determined by the U.S. Census Bureau, is very high in the Washington DC statistical area, in part because our area includes some of the nation's wealthiest suburban counties. Many DC residents are simply priced out of the market because they don't earn close to 80% of the MFI for this area. We need to increase the minimum requirements significantly. My suggestion is that we double or nearly double the minimum set aside from 8% to 15% or 16% and that we require that developers make relatively equal portions of that set aside affordable for families at not just the 80% MFI level, but also at the 50% and the 30% levels. I'm not wedded to exact numbers but, for example, my concept would be something like 5% of floor space at 30% MFI, 5% at 50% MFI and 5% at 80% MFI.

Q28

Mostly project-based

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

Yes

The District's current Comprehensive Plan was written in 2006 and amended in 2021. Despite an extensive amendment process, it is still out-of-date and still more greatly restricts density in affluent neighborhoods than elsewhere. An April 2020 staff report from Office of Planning states that a rewrite of the Comprehensive Plan should be complete by 2025 (page 8). Do you commit to supporting the necessary budget and process for a rewrite of the Comprehensive Plan by 2025?

Q30

Creating opportunities for new housing

In a rewrite of the Comprehensive Plan, which of these three options would be your top priority?

Q31

No

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

The mayor has committed the District to attempting a fair distribution of affordable housing production across planning areas by 2050. More unevenly distributed than affordable housing is land zoned for production, distribution, and repair—basically, industrial uses. PDR zones 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 in the District, please write, "I do not think PDR zoning should be added in the District."

I would favor creating a larger number of smaller PDR zones and placing them more evenly distributed among all eight wards. The precise locations of each mini-PDR zone should be determined in a dialogue with residents, community leaders and existing merchants in each ward, not dictated by the central DC government with the understanding that outright refusal to create such zones in any ward is off the table. A certain proportionate number will be located in each ward. The discussion will come down to where in the ward they will be located, not if.

Q34

Yes

Internal data for WMATA estimates that bus delays cost the system about \$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. Would you, as a councilmember, support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

Q35

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

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

Q36

Yes

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. The Washington Post recently reported that “lower-income neighborhoods in the District recorded eight times more traffic fatalities in recent years than the city’s wealthiest area,” and that the “40 traffic fatalities in the nation’s capital last year were the most since 2007.” Would you, as a councilmember, support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

Q37

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

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

Q38

Yes

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 will be implementing road pricing in the next few years. However, many drivers are loathe to pay for something that they currently get for free. Would you, as a councilmember, support road pricing as a means to reduce congestion to speed up transit, improve air quality, and raise revenue?

Q39

If yes, how would you propose re-investing the \$90 to \$500 million in revenue road pricing is estimated to generate for the District? If no, please write, "I do not support road pricing."

I would reinvest a portion of it in to help offset WMATA's projected operating budget deficit and part of it on infrastructure improvements, including roadway surfacing, creation of well-placed and well thought out dedicated bus and bike lanes and broad-band support for neighborhood where wi-fi is lacking so that people, and most importantly school children, in all parts of the District will have access to the internet. While I was doing voter registration in Congress Heights during the lead up to the 2020 general election (nothing to do with my campaign, I wasn't running for anything at the time), I saw a young family, a mother and three children, sitting on the curb outside of a business establishment doing homework on their personal devices. They were there because they didn't have internet access in the apartment building where they lived. This unfair and unjust disparity has to end. I would use a portion of the revenue generated from revenue road pricing to address that disparity. Finally, if there was any more money left, I would allocate it to help support the District's affordable housing initiatives and to incentivize wholesome food retailers to invest in food deserts in underserved neighborhoods, neighborhoods which, more often than not, are the same neighborhoods with broadband deficiencies.

Q40

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. Do you think the study should be made public?

Q41

WMATA will be facing a \$375 million budget deficit in FY24, as federal support for transit provided during covid-19 is not likely to be renewed. Though the District, Maryland, and Virginia entered into a regional commitment to fund some of WMATA's capital costs year over year, WMATA's operations do not have a similar dedicated funding stream. Given the need to find local solutions, what will you do, as a councilmember, to assist in closing WMATA's operational funding gap?

As previously indicated, I would dedicate a portion of any revenue received from revenue road pricing to support WMATA's operating budget. I would also reach out to our counterparts in Maryland and Virginia, particularly those in the nearby counties Montgomery, Prince George's, Arlington, Fairfax and the Cities of Alexandria and Falls Church, to encourage a collaborative regional effort to find funding for the operations of our mass transit system.

Q42

Yes

Do you support Councilmember Charles Allen's Metro for D.C. proposal, which would "put a recurring \$100 balance to D.C. residents' SmarTrip cards every month and make a \$10 million annual investment in improving bus service and infrastructure in the District"?

Q43

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

Assuming \$500 million could be invested in either fare-free transit for all users or guaranteed headways of 10 minutes or less on bus lines within D.C., which would you prefer?

Q44

Pick a major street in the District that does not currently have a pending transportation project. Describe what you envision for it, and explain how you would, as a councilmember, work with the District Department of Transportation to implement that vision.

I support the study for a deck-over project on North Capitol Street. North Capitol street was, during my early childhood, a beautiful local street leading from the far north end of town directly to the U.S. Capitol building. Then, it became a major commuter highway, intentionally built to divide our city along racial and economic lines. It now forms a barrier between communities and is a source of great levels of carbon emissions. There is no transportation project currently pending but there is a proposed study to consider turning this eyesore of a federal highway into an urban tunnel which will send commuter traffic underground, if you will, while building green, livable space on top to connect communities like Bloomingdale, Bates, Hanover and Sursum Corda on the west with communities like Stronghold, Eckington, Edgewood and NoMa on the east. On top of the deck would be community space, including park space, an outdoor concert venue, a place for visual artists to create and display their art and walking paths for neighbors to meet and get to know neighbors from adjacent neighborhoods. I would also propose, based on my background in sustainability and environmental management (I have a Masters of Liberal Arts-Sustainability degree from Harvard earned in 2020), that we could use carbon capture technology in the tunnel to help reduce the carbon levels and other airborne pollutants that escape into our atmosphere from the massive amount of commuter traffic along the corridor. I would work closely with both the District Department of Transportation and the U.S. DOT to find ways to assist in the planning and implementation of the project by advocating for funding where needed and commissioning a task force to consider any legislation needed to support the project with zoning or tax code modifications. Further, I would offer to participate in any advisory panel formed through DDOT to advance the project.

Q45

Reducing traffic deaths will require not just incentives for people to drive less and nudges to make them drive better. It will also require policies that actively reshape the District's transportation systems and its landscape to decrease single-occupancy vehicle trips, and to slow down the speed of those trips when people do make them. Please rank the following policies in the order that you would request your staff to pursue them.

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

Q46

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 the threshold beyond which it is reasonable to park in a neighborhood, most of the time?

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

Q47

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 that you can commit to taking on foot, by bus, by train, or by bike instead.

I live about 2 to 2 ½ miles from my downtown office. I can commit to taking that trip by foot, bus, train or bike. In fact, on many occasions I have done just that using all four modes of transportation referenced and, if elected, my commute to the District Building will be about ½ mile shorter than my commute to my current downtown office.
