

Ward 3 Bicycle Advocates
2022 survey of ANC candidates

October 7, 2022

The Ward 3 Bicycle Advocates (W3BA) seeks to make it safer and easier for people of all ages to bike around Ward 3. Join our listserv by going to www.ward3bikes.org; we're on Twitter at @ward3bikes.

For the second consecutive cycle, we surveyed all candidates running for ANC about improving the safety of people who ride bicycles and walk. The survey included both general and specific questions about projects in the ANC where the person was running. Consistent with the responses from two years ago, candidates showed extraordinarily strong support for making it easier for people to bike safely. Overall, 38 candidates responded to the survey (68% of the 56 people running for ANC positions in Ward 3).

Based on survey responses and existing track record, W3BA is endorsing some candidates and expressing support for others. We endorse candidates when a particularly strong bike advocate is running in a contested race, especially when the opponent has not responded to our survey or has opposed bike infrastructure in the past. In some races we have expressed support for a candidate without necessarily endorsing him or her, particularly when there are two great candidates in a race.

What You Can Do

The most important take-away from this survey is that several candidates who we endorse in competitive races need your support to help get elected. They are:

- [Aileen Nowlan](#) (3B)
- Adam Prinzo (3C)
- [Sauleh Siddiqui](#) (3C)
- [Keith Mantel](#) (3C)
- Tom Quinn (3E)
- [Bridget Schwartz](#) (3F)

We encourage you to support their campaigns through donations (the limit for individual contributions is \$25), putting up yard signs, canvassing, and telling friends and neighbors about them!

There is Strong Support for Bike Infrastructure

In response to specific questions:

- The vast majority of candidates:

- Believe that DDOT is moving too slowly with creating safe bicycle infrastructure (87%);
- Support installing sidewalks on at least one side of every street, as required by DC law (89%); and
- Support the closure of Beach Drive to through traffic year-round (87%).
- When it came to installing protected bike lanes, 84% of the candidates agreed they would vote to support a project that came before their ANC **even if** it required the elimination of parking spaces (84%). The remaining six candidates were neutral on this question.
- When candidates in ANCs 3C, 3E, 3F and 3/4G were asked about their support for installing a protected bike lane on Connecticut Avenue:
 - 86% agreed with the current plan to build protected bike lanes along the road from Calvert Street to Legation Street;
 - The same percentage supported extension of the protected bike lanes from Legation Street to Chevy Chase Circle.

Focus on Each ANC Race:

ANC 3A

ANC3A was created as part of the 2022 Ward redistricting process. Bike infrastructure in this area includes the Massachusetts off-street bike trail, and will be home to the new City Ridge and Upton Place developments.

We only received one response from a candidate in ANC 3A; Thad Bradley-Lewis. **Based on his excellent response, we look forward to working with him during the next session!**

ANC 3B

W3BA received responses from four of the seven candidates running in this ANC. All four respondents expressed strong support for expanding bike infrastructure and making cycling more accessible for a variety of riders.

The five current ANC3B commissioners unanimously opposed DDOT's original plans to extend the New Mexico / Tunlaw / 37th St protected bike lane south of Calvert Street, which would connect American and Georgetown Universities. Additionally, they have repeatedly asked DDOT to amend plans, consider new concerns, and seek additional public input despite two years of planning. In the future, a more supportive ANC could revisit the DDOT's plan and

extend the protected bike network to Reservoir Rd. ANC3B also has the opportunity to work with DDOT to build an off-street bike trail (aka widened sidewalk) on Massachusetts Avenue.

There is one contested race in ANC3B.

ANC3B02. Jackie Blumenthal (incumbent) vs. Ana Elizabeth Guzman vs. Aileen Nowlan

Ana Elizabeth Guzman's and Aileen Nowlan's responses to W3BA's questionnaire indicate support for expanding cycling infrastructure in ANC3B and an understanding of issues as people who cycle the neighborhood. Jackie Blumenthal did not respond to our survey.

When asked about cycling and the installation of bicycle infrastructure, Ana Elizabeth Guzman contributed the following:

Guzman: I support cycling and think supporting it will help the city become less congested. I bike with my children to their schools and also to my own. I believe increasing bike lanes is important but also increasing bike lock stations and supporting bike share companies such as lime. I have noticed that there are areas in the city where lime bikes are not allowed even if there is a bike lane. Additionally, car parking is a big issue in the city, and removing parking for bike lanes could be addressed by considering if we really need so many no parking zones.

Aileen Nowlan responded

Nowlan: The current bike priority plan is the start of a real option to get around safely, quickly and affordably. When people aren't spending money on car-based transit, they will have more to spend in local businesses, and we will all have to pay for fewer diseases, disabilities and fatalities caused by cars and car-related pollution. Bike infrastructure makes streets safer for children and people with disabilities, enables neighbor connections, and frees up space for outdoor dining and music... The proposed plan is modest, and recognizes that cars and trucks aren't going to disappear entirely any time soon.

The difficulty with the proposed plan is that it is not ambitious enough... It is not a network... The plan should include a protected way to get to and through Georgetown to connect to the paths by the river and Rock Creek Park. The plan also needs east – west connectors to Massachusetts and Connecticut... Finally, we need more bikeshare stations, more rebalancing, and more electric bikes in the docks. This kind of expanded network will be key to mode shift away from car trips to restaurants, playgrounds, and for most shopping trips.

Both Guzman or Nowlan appear poised to support the New Mexico / Tunlaw protected bike lane as it moves forward. Guzman supports bike infrastructure - notably proposing for bike lanes on

Wisconsin Ave - and the fact she bikes with her children to school and to work means she knows what it is like to cycle in the neighborhood. Nowlan - also an everyday cyclist - expressed strong support for quickly expanding bike infrastructure in DC. Between these solid choices, due to her vision for a connected bicycle network for Glover Park residents, **we would cast our vote for Aileen Nowlan**. We are also confident Nowlan has the skills to bring the neighborhood together for important discussions on these issues.

Other seats

The two other candidates running in unopposed races who responded provided great responses. Ben Bergmann is currently a Chairperson for ANC3D but is running for 3B06, as his ANC shifted to 3B during the 2022 Ward redistricting. Kevin Lavezzo is a first-time candidate running for 3B01.

Ben Bergmann (3B06) In 2021 and 2022, ANC 3D has engaged productively with DDOT regarding the proposed New Mexico/Tunlaw protected bike lane project. Having led that effort, I am enthusiastic about the proposal, especially given how the project has improved due to proactive engagement by ANC 3D commissioners. I look forward to continuing to support the project in the years to come, along with other future projects in Ward 3.

Kevin Lavezzo (3B01): I started cycling in 2007 and since day one it has changed my life. Today I am far healthier than I was when I started and I have cycling to thank. Cycling has enabled me to move around the city, and commute out of the city, efficiently and pleasurably which has improved my mental health... I introduced my wife to cycling when we were still dating and she is very interested in bike commuting, especially given the unreliability of busses, but doesn't feel safe biking on many roads in Glover Park due to the lack of infrastructure and the behavior of drivers. I know she is not alone in this and we should work to provide safe routes for all who bike, or want to bike, in DC and beyond.

We look forward to working with Bergmann and Lavezzo in the next session.

ANC 3C

ANC 3C is fortunate to have candidates committed to making the roads safer for everyone. Nine out of the ten candidates who responded to our survey in ANC 3C supported the Connecticut Avenue bike lane project, and they all agreed that DDOT was moving too slowly in installing safe cycling infrastructure.

In the next couple of years, ANC 3C has the opportunity to make sure the implementation of the Connecticut Avenue protected bike lane proceeds as planned, and that it incorporates community feedback to the degree possible. ANC 3C also has the opportunity to work with DDOT to build an off-street bike trail (aka widened sidewalk) on Massachusetts Avenue.

There are five contested races:

ANC 3C02: Adam Prinzo vs. Glenn Kellogg

Adam Prinzo gave very strong responses to all the questions on the survey, including a strong endorsement of the Connecticut Avenue bike lane.

Prinzo: I myself am not a bicyclist due to a vision disability, however bicycles play an important role in DC's "public" transportation system. Currently, with the Metrorail not operating its normal schedule, bicycles could help relieve the pressure on the Metro system, however many people do not feel safe riding a bicycle around DC. DC needs to move more quickly to create more bike lanes so people have another method of transportation around DC.

His opponent, Kellogg, did not respond to our survey. **We endorse Adam Prinzo in ANC 3C02.**

ANC 3C05: Sauleh Siddiqui (incumbent) vs. Nicholas Ide

Siddiqui has been an exceptionally strong presence in his first term on the ANC, leading ANC 3C's support for the protected bicycle lane. Ide did not respond to our survey.

Siddiqui: I wrote the resolution that supported the Connecticut Ave bicycle lane project because it was the right thing to do and will save lives in the short term and fight against climate change in the long term.

His opponent, Ide, did not respond to our survey although in his response to a [survey](#) by Cleveland Park Smart Growth, made clear he would seek to undo the pending Connecticut Avenue bike lane project. **We endorse Sauleh Siddiqui for reelection.**

ANC 3C06: Tammy Gordon vs. Justin Daniels

ANC 3C06 is fortunate to have two candidates running who are so strong on transportation issues. Both candidates enthusiastically supported stronger bike infrastructure throughout the survey.

Gordon: "I think it is important to build with multi-modal transportation in mind and that includes bike lanes and safe sidewalks for kids to get to school. I know from my own personal bike use how scary a lot of our streets are when cars and bikes do not have clear lanes. I'm interested in learning more about bicycle infrastructure installation/safe crosswalks and sidewalks, while at the same time, keeping an eye focused on the needs of local businesses and our seniors and disabled community who may be more reliant on car spaces."

Daniels: *“If elected, I will champion cycling infrastructure projects in my ANC, such as the Connecticut Avenue bike lanes, and will strive to ensure their inclusivity and equitability. As such, a top priority for me is making sure that bikers using the new lanes slow down near bus stops when riders (who are more likely to be lower income and from a minority community) are boarding or disembarking. I do not own a car, walk or take transit often, and occasionally cycle. For me—and so many DC residents—a pedestrian and bike friendly city isn’t a luxury, but an absolute necessity.”*

Both candidates rated in our survey as strong advocates for cycling infrastructure. **We will be excited to work with either Gordon or Daniels in the next session.**

ANC 3C07: Gawain Kripke vs. Warren Gorlick

Like ANC 3C06, ANC 3C07 also has two incredibly strong bike champions, who both endorsed the need for safer cycling in the city and the Connecticut Avenue protected bike lanes.

Kripke: *“I’ve been a daily cyclist in DC for 30 years. DC is getting better but has a long way to go, and Ward 3 is behind other parts of the city in providing safe, accessible, and fun biking. And we need to make our streets safer and calmer for everyone - pedestrians, cyclists, other micro-mobility, drivers - which requires infrastructural change.”*

Gorlick: *After I was appointed by Mary Cheh in 2019 to represent Ward 3 on the DC Bicycle Advisory Council, I was elected by the other BAC members to serve as President pro tem of the BAC. In addition, I strongly favor the CT Ave. PBL as well as efforts to connect that and other bike paths for a comprehensive network through the District. I was part of a committee that worked with DDOT and other city officials that helped pave the way for the eventual approval of this bike path. I also helped organize meetings within the Woodley Park Community Association, where I am an officer, with DDOT and other city officials to discuss the project, and to which the public was invited and in fact did participate.”*

Both candidates rated in our survey as strong advocates for cycling infrastructure. **We will be excited to work with either Kripke or Gorlick in the next session.**

ANC 3C08: Keith Mantel vs. Rick Nash

Mantel and Nash present contrasting visions. Mantel strongly supported improving the safety of DC’s roads in his answers to all the questions. He also gave strong support to the Connecticut Avenue bike lanes. In contrast, Nash was one of the very few candidates who reported that he opposed the plan for protected bike lanes on Connecticut Avenue. He told us that he did support the bike lanes on Connecticut Ave, but not at the cost of 50% of parking (We note that Concept C will remove 50% of parking). He did not respond to a follow-up question about how he would reconfigure the plans to still move forward with bike lanes.

Mantel: *I think my priorities are pretty straightforward - in ANC 3C, we need more sidewalks, wider sidewalks, and better maintained sidewalks. This will allow more pedestrians to use the sidewalks as opposed to walking in the street, which has a cascading effect. I support more bike lanes and traffic slowing measures in particular on 34th St from the naval observatory north to Reno.*

Nash: *Need to expand network of bike lanes and trails; also look at turning some side streets into safe bike zones by discouraging trucks and through traffic; need dialogue to hear and address concerns of other community stakeholders, including finding replacement parking near struggling small businesses where bike lanes affect customer parking.*

We endorse Keith Mantel for ANC 3C08.

Other seats

We had great responses from other candidates running unopposed in ANC 3C.

Hayden Gise (3C01): *"I really want bike lanes on connecticut. Protecting lives is way more important than parking spots so I would of course vote [for the bike lanes], but I'd like to see if there's a way to protect parking spots."*

Janell Pagats (3C03): *I support investments in and the installation of multimodal infrastructure improvements that increase accessibility and safety of the public, especially those that allow for the potential decrease on dependance of single-use car trips. I've actively supported and voted in favor of Concept C that includes improving the street by adding protected lanes of travel for bikes, also a number of other resolutions that include supporting increased bus service, road safety improvements for all, and other more hyper-local asks that involve speed hump requests and crosswalk installations.*

We look forward to working with Gise and Pagats in the next session.

ANC 3D

ANC3D will have several projects to consider over the next several years. These include both the Arizona Ave bike lane and the Palisades Trolley Trail that would connect to the new MacArthur Blvd High School.

There is only one contested race in ANC 3D.

ANC 3D05: Bernie Horn vs Christopher Rosier

Bernie Horn was mildly supportive of various bike lane projects in our Ward and stated he had a history of supporting bike projects in his youth. We hope he continues to support cycling projects if he is elected.

Christopher Rosier was very supportive of the Trolley Trail project, but was neutral on every other cycling project in our Ward. We attempted to reach him to elaborate on his positions but he never responded. If elected, we hope he will continue to be supportive of the trolley trail.

We want to hear more from each of these candidates and hope whoever is elected will support creating more bike lane infrastructure in Ward 3.

Other seats

Tricia Duncan and Quentin Colon Roosevelt were the other two candidates who responded to our survey and both are running unopposed. Duncan has been a great supporter of bike lanes; Roosevelt is a newcomer whose ideas show real promise for his future performance on the ANC.

Roosevelt: Though I do support the new high school on MacArthur Boulevard, there is no denying that it is located in one of the least accessible places in the city and one where cars often speed and endanger pedestrians and cyclists. One way to fix this issue would be to expand the number of bike lanes throughout my ANC in Spring Valley, Kent, and the Palisades. One bicycle infrastructure project that would be crucial to this is the Palisades Trolley Trail. If the trail is repaved and made safe for low-speed biking, children from Palisades and Kent could have a safe and easy way to bike to their new high school. Additionally, the Trolley Trail would connect to the Capital Crescent Trail, giving all residents a safe way to cycle into Georgetown and downtown DC.

We look forward to working with both Duncan and Roosevelt.

ANC 3E

ANC 3E has candidates who are committed to making the roads safer for everyone. All agreed that DDOT was moving too slowly in installing safe cycling infrastructure and to support installation of sidewalks on all blocks that don't yet have them. Almost all named a different bike infrastructure project they would push for installing during their next term.

In the next couple of years, ANC 3E can help make sure the implementation of the Connecticut Avenue protected bike lane proceeds as planned, while assuring that DDOT incorporates community feedback that will make for a safer and more user-friendly result. ANC 3E has on its plate the installation of a protected bike lane on Western Avenue from Wisconsin Avenue to Westmoreland Circle, widening the sidewalk on Massachusetts Ave from Western Avenue to Sheridan Circle, and installing a protected bike lane on River Road from Western Ave to Wisconsin Ave.

In ANC 3E, there is one contested race of the 7 new seats. One of the two American University seats does not yet have a candidate running.

ANC 3E04: Tom Quinn (incumbent) v. Earle Douglass

Tom Quinn gave very strong responses to all the questions on the survey, including a strong endorsement of the Connecticut Avenue bike lane and all the other projects noted above. Quinn has a strong track record over his 12 years of service as a strong advocate for bike infrastructure. Recently, he has pushed DDOT to create the Western Avenue protected bike lanes that would connect to new protected bike lanes along Jennifer Street and 42nd Street. Quinn also pushed DDOT to widen the sidewalks on Nebraska from Wisconsin to the AU campus, which were installed this summer.

Quinn: As an ANC Commissioner I take seriously my oath which requires us to make decisions in the best interest of the District of Columbia and improved bike infrastructure advances DC goals around climate change, vision zero, reducing vehicular trips and improving public health. It is also consistent with my values that we think globally and act locally - that we do what we can in our own neighborhood to make both our neighborhood and our planet safer and more livable. Bike lanes along with improved pedestrian safety and better public transit options combined with more housing in multi-modal settings featuring improved public spaces all help to make our neighborhoods better places to live while protecting our planet too - my support of transit oriented development, pedestrian safety and high quality bike infrastructure as an ANC commissioner all advance those goals.

Earle Douglass is a newcomer who gave responses that suggest he would be somewhat likely to support cycling infrastructure in Ward 3. His main bike infrastructure goal would be to have Jennifer Street and 41st Street include protected bike lanes. Douglass would support installation of bike lanes where no parking would be removed but is neutral on doing so if the plan removed parking. We would like to hear more about how this response squares with his desire to install protected bike lanes on Jennifer and 41st Streets that would certainly require parking to be removed.

Douglass: I am for protected bike lanes but think they should follow natural ridgelines to make the lanes more useable by novice and intermediate bikers. This would also serve to narrow roads in residential neighborhoods and slow down traffic where children play. Bike lanes serve a multitude of purposes and should focus on the experience of the biker, the neighborhood, and terminate at commercial areas, like the crescent trail, to generate foot traffic for businesses.

While Douglass does support bike infrastructure, his support is not as strong as Quinn's.

We believe Quinn is one of the strongest advocates for bike infrastructure in Ward 3, based on his 12 years of seeing him deliver, and endorse Tom Quinn.

Other seats

We had great responses from other candidates running unopposed in ANC 3E.

Amy Hall (3E02): "We need to improve cycle infrastructure and connectivity in our area. We cannot build a block here and a block there - we need to build interconnected bikeways along our major conduits like River, Western, CT - and Mass and Wisconsin would be great too! I have continuously supported increasing bike and pedestrian infrastructure throughout my terms and will continue to do so, should I be fortunate enough to have another term."

Mathew Cohen (3E03): "I think District policy should encourage non-single occupancy vehicular uses, including biking. Bike lanes are a must for a modern and environmentally friendly city. The deaths and injuries that are occurring all too often to cyclists across the District is tragic and unacceptable (and in most cases, needless) and we all must do more to address this public safety issue."

Jeff Denny (3E05): "I strongly believe the city (and region) should have a robust network of safe biking opportunities. But the devil's in the details, and plans need to balance the needs of all, whether they walk, bike, take transit and/or drive."

Alexandra Gianinno (3E06): "I support biking, bikers and biker/driver education about biking. I support safe and protected bike lanes particularly on routes children take to schools. I also support continuous protected bike lanes. I think only having a block or two of a bike lane can be even more dangerous for child bikers than none at all. I also think the city needs to create better sight lines at corners, intersections and alleys so that drivers can more easily see bikers and pedestrians approaching."

We look forward to working with all of them during this upcoming session.

ANC 3F

W3BA received responses from five of the nine candidates in this ANC, including in both contested races in the commission. All candidates that responded strongly supported the long-term closure of Beach Dr to cars and four of the five respondents cited strong support for the Connecticut Avenue bike lanes in their responses.

ANC 3F has been a strong supporter of bike infrastructure with unanimous support for the Connecticut Ave bike lanes in 2021 and these candidates can continue that legacy. In the next few years ANC 3F has the opportunity to continue to support the Connecticut Avenue bike lanes, as well as to advance additional projects to make travel to local schools safer.

There are two contested races:

ANC 3F05: Andrew Koval vs. James Tandaric (incumbent)

ANC 3F05 is fortunate to have two candidates running who are so strong on transportation issues. Both candidates enthusiastically supported stronger bike infrastructure throughout the survey, including Connecticut Avenue, as well as additional Capital Bikeshare stations in ANC 3F that were outside of their single member district.

Koval: It is my view that implementation and improvements of transit and bike lane infrastructure is necessary for the future of urban communities. It is our duty to the future to be working now to advance safe cycling infrastructure in the district. As ANC Commissioner, I hope to listen to the concerns of constituents to help iron out people's concerns with implementation of specific roadway changes happening in my SMD.

Tandaric: Cycling provides a way for people to get around the city in a cost-effective and environmentally friendly way. Our streets are mainly meant for cars and due to the pandemic, we have seen a rise in cars across DC which is leading to more traffic deaths. I do not have a car and I have seen not only a major increase in cars but cars acting erratically which endangers cyclists. We must make sure cyclists have better ways to get around as well as motivate other people to bike.

We will be excited to work with either Koval or Tandaric in the next session.

ANC 3F06: Bridget Schwartz vs Courtney Carlson vs Rona Walters

Both Bridget Schwartz and Courtney Carlson responded to our survey, Rona Walters did not.

Schwartz: I support the Connecticut Avenue [bike lane] project, it will provide a backbone for cyclists to use to access other residential and commercial areas in the broader DC network. I support a protected bicycle lane on either Nebraska Ave or Davenport St connecting the new Connecticut Avenue protected bike lane to the three major schools [Murch, Deal and Jackson-Reed]

Carlson: I think traffic calming measures, particularly as commuters cut up through Forest Hills from the Park are the key for safe biking and walking to school. My biggest worry when my kids walked to Murch by themselves, was reckless, speeding drivers hitting them, and it happened twice while my kids were students there.

We appreciate Carlson's concern with safe routes to school as well as support for the Connecticut Avenue bike lane and would highly encourage her to stay involved in ANC 3F. Despite this we find the strong understanding on the issues that Schwartz demonstrated and

commitment to a connected and protected bike lane network as well as Capital Bikeshare expansion to be extremely compelling.

We endorse Bridget Schwartz in ANC 3F06.

Other Seats

The two others that responded are first-time candidates who gave good responses to our survey and support the Connecticut Avenue bike lanes.

Ryan Cudemas-Brunoli (3F01) rated highly in our survey and reiterated several times his support for Concept C on Connecticut Avenue.

Mitchell Baer (3F03) provided a bit more detail for his visions and responded: *“In the DC Bicycle Priority Network, Connecticut Ave, Albermarle St. and other cross streets are on the list. Establishing bike options on these streets would make it easier and safer for children to bike to the neighborhood schools.”*

We look forward to working with both Cudemas-Brunoli and Baer.

ANC 3/4G

During the next term, ANC 3/4G will have a number of bike projects to consider, most notably whether to extend the planned Connecticut Avenue bike lanes all the way to Chevy Chase Circle.

The current ANC has been supportive of bike projects, and we anticipate that this will continue in the next session. Incumbent Michael Zeldin (3/4G04) and newcomers James Nash (3/4G03) and Zach Ferguson (3/4G07) all gave strong responses to questions around making it safer for people to bike. Although she did not respond to our questions, Lisa Gore (3/4G01) has been a strong supporter of bike infrastructure during her tenure and we look forward to working with her.

There are two contested races in ANC 3/4G. In one of them, ANC 3/4G02, neither Bruce Sherman nor John Higgins responded to our survey. Both candidates in 3/4G05 did.

ANC 3/4G05: Peter Lynch vs. Norm Knickle

Knickle's responses indicate that he understands the need for greater pedestrian and cyclist safety on Connecticut Avenue and other streets; he also emphasizes the need for community involvement and ensuring that sufficient attention is paid to traffic mitigation on side streets. In contrast, Lynch's responses made us concerned that he would prioritize car parking over cyclist safety. We are confident, though, that we can work collaboratively with either candidate.

Based on his excellent responses to bike infrastructure questions, we would cast our vote for Knickle.