






GREATER GREATER WASHINGTON

The Washington, DC region is great  and it can be greater.

2020 Greater Greater Washington ANC Candidate Questionnaire

Ward 3 Responses ( = Endorsed by GGWash, * = Great Answers)

Name	ANC & SMD	Contested?	Our view
Elizabeth Elson	3B04		
Brian Turmail	3B05		
Sauleh Siddiqui	3C05		
Adam M. Hoyt	3C06		*
Stephanie M. Zobay	3C08		
Charles Lowrey Elkins	3D01		
Elizabeth Pemmerl	3D02		
Kate Nanavatty	3D05		
Christian Damiana	3D07		*
Ben Bergmann	3D08		
Doreen Moses	3D08		
Amy Hall	3E02		*
Tom Quinn	3E04		*
David Cristeal	3F01		*
Alex Appah	3F02		*
Stan Wall	3F04		*
Ryan Keefe	3F05		
Monika Nemeth	3F06		*
Randy Speck	3G03		*
Stacy Beck	3G04		

Michael Zeldin	3G04		
Connie K. N. Chang	3G05		
Chris Fromboluti	3G07		

Elizabeth Elson

ANC and Single Member District: 3B04

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I'd organize small focus groups within the buildings in my ANC to hear people's thoughts on the issue, to share the study that had suggested such a plan, and hopefully get the architects of the plan to make themselves available to answer questions about how the inconvenience of losing parking could be resolved.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

Moving ANC meetings online has been positive in that it allows people easy access the meetings without leaving home. The drawback is that it's a bit more challenging to make the connections that allow for community building since participants are not able to see each other, and are missing the time before and after the meeting where they might make casual but meaningful connections.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

Yes, in theory. But I do not know enough about this issue to give a substantive answer.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?

Yes, in theory. But I do not know enough about this issue to give a substantive answer.

6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

Conversations with residents of the extremely diverse population of the housing cooperatives and rental buildings in my SMD district reveal many important issues: the decline in the District's fiscal stability, steep drop in the local economy, permanent closure of local businesses, loss of jobs, rise in poverty and hunger, rising housing costs, cuts in our public transportation, racial justice, and the disruption of our public education system. Additionally, many are painfully aware that while District residents pay more federal income taxes per person than the residents of any state and while D.C. provides more tax revenue to the federal government than 22 other states, our residents remain stateless and deprived of full representation.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

I listen. I work hard. I'm compassionate. I'm willing to learn and to change my mind about things, and I'm smart.

8) What is your vision for the Wisconsin Avenue corridor? How would you like to support Wisconsin Avenue small businesses?

I do not know enough about this issue to give a substantive answer. I just hope that there ARE still small businesses on Wisconsin Avenue after the economic challenges of this pandemic.

9) What is your opinion of bike lanes on Wisconsin Avenue?

I am very supportive of bike lanes. However, as a cyclist myself, a lot would have to change on Wisconsin Avenue before I would feel safe riding there, even in a bike lane. Narrow lanes, congestion, people doing u-turns right in the middle of the street... not good. Adding bike lanes without a major revisioning of the Avenue would just be adding another level of chaos.

Brian Turmail

ANC and Single Member District: 3B05

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

When we added bike lanes to a stretch of Tunlaw - it required removing a small number of parking spots. But we were able to work with the city to find a way to make other space available for parking so there was no net loss but the bike lanes could go in. So I would definitely not pass on an upgrade simply because it removed parking spaces, but instead would find ways to make the improvements work for all modes of travel.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

Frankly we are seeing more people attending our ANC meetings while there are online than when they were in-person, largely because it is easier and more convenient to attend. I miss the in-person feeling of the meetings, but would love to find some way to get back, safely, to in-person while also continuing to make meetings available in the virtual world.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Completely agree we need to focus on housing affordability and accessible in this city. In addition to throwing an enormous amount of cash at the problem, we also need to look at why residential development is so expensive in this city in the first place. Are there too many regulatory requirements and obstacles to build in the first place? Is it too easy for neighbors to shut down nearby development projects and should we streamline the review process for new developments, especially when they include an affordability component?

Glover Park has long been one of the more affordable housing options west of the Park, and we certainly need to maintain that. But we also need to make sure the city is providing needed support to families and individuals that are receiving housing vouchers, for example, since we are spending so much time working to support those families and ease their transition into the neighborhood.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes, if the restaurants want them. Absolutely.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Homelessness is a big issue in our neighborhood. There has been an increase in the number of homeless living on our commercial strip and in our recreation center, and unfortunately some of them have been involved in relatively serious property crimes, yet the city is reluctant to enforce rules on the homeless that apply to all other citizens. We need to expand the number of beds available for our homeless community, especially for those in need of medical (physical and mental) support and services. And we need to be clear that camping is not allowed in the city for anyone, and that instead, DC will house everyone.

Education is also a huge issue. We are perpetrating an enormous injustice, particularly with our disadvantaged children, by refusing to find a creative and safe way to get kids back into schools this year. Many in our community can afford private pod tutors for their children, but those who are less fortunate are rapidly getting left behind because virtual education, even with a good internet connection, is far less effective than in person. In addition, our local elementary school is over-crowded, yet the city has taken funds set aside to expand Stoddert to purchase a new school building in a nearby ward, which will then need to be renovated. So instead of addressing the problem now, they will provide slight relief by the end of the decade, at best.

Perhaps the city could open the unused school buildings and use them to temporarily house the homeless?

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I have been a staunch advocate for education, transportation and public safety in this community as a 6-year ANC commissioner, and prior to that as an active PTO member and chair of the local Citizens Advisory Council for MPD's 2nd District. Since being elected, I have fought for more funding for Stoddert, had new bike lanes and crosswalks installed in the neighborhood and worked to help create a more coordinated and consistent approach to meeting the needs of our homeless neighbors in the community.

- 8) What is your vision for the Wisconsin Avenue corridor? How would you like to support Wisconsin Avenue small businesses?**

The best way to support small businesses is to give them an opportunity to earn a living - by allowing customers to frequent them. Capacity restrictions and messages discouraging people from going into stores certainly hurts. We also make it very expensive to set up and operate a small business in this city, especially now that the paid family leave tax has gone into place. We should not be pricing people out of making a living in this city. And we should also make sure we do a better job protecting small businesses from the looting (or to use Council Member Cheh's terminology - mild vandalism).

- 9) What is your opinion of bike lanes on Wisconsin Avenue?**

Absolutely essential.

Sauleh Siddiqui

ANC and Single Member District: 3C05

1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

My approach to our physical transportation infrastructure stems from the idea of Complete Streets. Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. If the physical infrastructure for pedestrians, bicyclists, and people using buses is not safe or adequate, we must improve it in order to promote equity. While adequate parking is a part of Complete Streets, it shouldn't come at a cost to public safety. In Cleveland Park, DDOT is conducting a study to remove the reversible lanes on Connecticut Avenue and has presented options for the redesign that remove some on-street parking in order to add bicycle lanes. Currently, Connecticut Avenue is designed solely for car commuters and not the community or other users of the public infrastructure. We need to shift the balance away from car infrastructure towards more sustainable infrastructure. Bicycle lanes have been shown to benefit the local economy, improve health and wellbeing, and reduce carbon emissions. In addition, car sales and car use has been going down in urban centers and we need to provide infrastructure to promote increased sustainable transit. We also need out-of-the-box thinking: while DDOT is considering only four options as part of its reversible lanes study, I am part of a local group that has provided a fifth option more in line with Complete Streets. I am advocating for this fifth option or one of the DDOT options with protected bicycle lanes, as all the research and evidence suggests this will be good for our community.

3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

Online ANC meetings promote participation from residents who would otherwise have trouble physically attending. Because these meetings are recorded, another advantage is a permanent record of ANC commissioner statements during meetings, something that did not exist before; this helps keep commissioners accountable. On the other hand, online meetings make it difficult to build community, something sorely needed in this time. Moving forward, I would like to see closed captions and translations for ANC meetings. ANC meetings can promote community, through either breakout online group sessions or allowing people to converse with one another in other ways. The interactive online option should be continued even if in-person resumes. This increases participation and is fair to people who have work or family obligations that cannot show up in person. I

would also advocate for more transparency in general by publicly posting draft resolutions at the same time commissioners share them with their fellow commissioners. This gives the public a sense of where the debate is headed and time to weigh in. I would also like our specific ANC 3C to have more community input through a more robust committee structure. We have experts among us who live in our community, but 3C has only one active committee. There are no community committees focused on housing, transportation, pedestrian infrastructure, schools, parks, or recreation.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

The District desperately needs more housing, and it desperately needs more affordable housing. I support Mayor Bowser's initiative in theory, but I feel it doesn't go far enough to solve the systemic problem of affordable housing. Area Median Income can often be a flawed measure when describing affordable housing. In Cleveland Park especially, I would like to see other metrics used that can improve the income diversity of our neighborhood. Further, this policy is supported through tax breaks that put undue pressure on the budget. I would rather the Mayor's office focus on removing barriers to developing new housing, rather than providing incentives to overcome barriers that shouldn't be there in the first place. My neighborhood can contribute its fair share by allowing modest multi-family homes in a diversity of places where they could not be built today. We have good examples of what has been called "missing middle housing" throughout Cleveland Park — duplexes, small apartments that look like large homes, and row houses. Much of it would be illegal if built today. Our businesses also need more people to sustain them. Cleveland Park used to be a destination, but now competes with many other neighborhoods. More housing of all types means more customers and a more vibrant neighborhood.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes, absolutely! One of the best ways to build community has been closing the service lane in Cleveland Park. We often see musicians, socially-distanced crowds, and families utilizing this space. We have forgotten how to use public space for community and have given up that space to cars. The pandemic has shown the advantage that reclaiming our space can have.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Currently, our neighborhood is debating the expansion of the Macklin apartment building on Connecticut Avenue, which would bring more housing and replace an underutilized private parking lot with a public square. This would add vibrancy to the neighborhood and provide more foot traffic for businesses on the block. The Cleveland Park Citizens Association (which I am a board member of), the Cleveland Park Smart Growth group, Cleveland Park Main Street, and ANC 3C have all supported the project. However, there is a party in opposition because it removes parking from the neighborhood. Currently, the project is at the Board of Zoning Adjustment (BZA), where the BZA has asked the developers and a party in opposition to the project to submit findings of fact and conclusions of law. If the BZA agrees with the party in opposition, the project will likely not go forward, despite overwhelming support from the community. I support this project and hope it comes to fruition.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I have been working for my community in one way or another for five of the last seven years that I have lived in Cleveland Park. I have volunteered on community boards, worked with the local businesses, and made personal connections with neighbors to understand how to best make our community more livable for everyone. I understand the nuances of this neighborhood, but am also well-placed with my background as an academic who studies urban systems. I bring a perspective often absent from ANCs:

that of an apartment-dweller who walks to work and wants to improve the diversity of my neighborhood. Finally, I love Cleveland Park, it is the coziest neighborhood in DC, and I will work very hard to keep it that way.

8) What is your opinion of bike lanes on Connecticut Avenue?

As I mentioned in my earlier answer, we absolutely need protected bicycle lanes on Connecticut Avenue. A north-south bicycle lane will help people commuting downtown and will also increase foot traffic to the local businesses in Cleveland Park. Multiple studies have shown that bicycle lanes boost the local economy of urban neighborhoods in the United States. Despite rising bicycling accidents in DC — and a complete lack of bicycle lanes on Connecticut Avenue — the data shows growing bicycle use in DC. The bicycle lane issue on Connecticut Avenue is a clear case of “if you build it, they will come.” We shouldn’t plan for future bicycling infrastructure by only using historical data, as that data does not reflect the existence of a safe way for people to bike. We need to think about how we make our physical infrastructure safe for bicyclists, rather than ask bicyclists to sacrifice safety by using infrastructure designed for vehicles.

This is not simply a personal opinion; as an academic with expertise in urban systems, I have conducted extensive research on the prevalence of global bicycling and have worked closely with organizations in order to improve bicycling at the local level. For example, I led a team that worked with Baltimore advocacy organizations in order to provide empirical evidence of how to improve Baltimore bicycling infrastructure. We turned our research into results by submitting comments in support of the Baltimore Bicycle Plan and the development of the Maryland Ave cycle track. We worked closely with Bikemore, Baltimore's bicycling advocacy group, and Baltimore's Bike and Pedestrian planner in their department of transportation. I hope to bring that same experience to Cleveland Park as chair of the Cleveland Park Citizens Association's Transportation Committee and a member of their board.

9) Would you support the conversion from parking to an alternative use, such as restaurant seating or widened sidewalks, of the service lane at the intersection of Ordway Street and Connecticut Avenue?

In consultation with the businesses on the service lane, I would absolutely support this. As I have said earlier, we need to have public space for people, not cars. We need community-building space, not commuter-preference space. I believe we can come up with alternatives that continue to support people who drive to these businesses.

Adam M. Hoyt

ANC and Single Member District: 3C06

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

The safety and well-being of pedestrians and cyclists will be of greater importance to me than on-street parking (which I use). Metrobus service is a wonderful resource that should be prioritized ahead of on-street parking, generally speaking.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

ANC meetings moving virtually has allowed for greater inclusion, accessibility, and transparency. In an ideal world, a hybrid model of in-person meetings with digital streaming and engagement will promote true community involvement.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

Yes, I support Mayor Bowser's initiative and think ANC3C06 can advocate for affordable housing with new developments at 3900 Wisconsin Avenue (City Ridge) and perhaps eventually 4000 Wisconsin Avenue. Our SMD is not exempt from the city's growth, and we must work closely with developers to ensure affordable housing is a priority.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?

Absolutely - the pandemic has afforded us an opportunity to reimagine our neighborhoods as more than just parking spots and thoroughfares. While those are important, the ability to move freely about our neighborhoods by foot and bicycle is of greater importance.

6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

With the continued construction of City Ridge at 3900 Wisconsin Avenue NW, the good neighbor agreement has laid the groundwork for a positive relationship between residents and Roadside Development. I am committed to maintaining the terms of the agreement and advocating for residents as the project progresses and our community grows in both size and visibility.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

Having lived in McLean Gardens since 2010, I take great pride in our neighborhood and understand the community, commitment and collaboration needed to make ANC 3C06 a success. I recognize this work is ongoing and that we must be intentional and equity-minded in our efforts to advocate for residents, both existing and new.

Currently, I work for the Washington Nationals focusing on maximizing client retention and revenue generation through a fan-first approach. In addition to my interest in community engagement, I enjoy running in Glover-Archbold Park, fostering animals through DC's Humane Rescue Alliance, and spending time in the Newark Street Community Garden.

8) What is your opinion of bike lanes on Connecticut Avenue?

I fully support protected bike lanes on Connecticut Avenue, as well as numerous other spaces in the District.

9) Would you support the conversion from parking to an alternative use, such as restaurant seating or widened sidewalks, of the service lane at the intersection of Ordway Street and Connecticut Avenue?

Yes.

Stephanie M. Zobay

ANC and Single Member District: 3C08

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Occasionally

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I would weigh the marginal cost to the residents to the marginal benefit of the cyclists. It depends on whether the street is a major artery, like Connecticut Avenue or a side street, like Woodley Place.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I think it has facilitated inclusion, accessibility, and transparency. More people can participate and share their (relevant) views on current issues. Parking and darkness are no longer a deterrent.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I am in favor of affordable housing in DC, but it has to be done in an efficient manner within each neighborhood, considering the amenities each neighborhood has to offer.

5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?

I have seen some creative solutions to expand outdoor dining into some street spaces and I have seen some encroach upon the pedestrian sidewalk space. I think there needs to be a maximum allowance for pedestrian usage and social distancing first and

foremost. I would welcome additional input into street space, perhaps allocating different days for restaurants fronting on the streets to utilize the space.

6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

The development of the JBG / Marriott Wardman Park Hotel is a big issue, although not in my SMD, but my larger neighborhood. Urban green space is important, especially within walking distance of our younger community members. Maintaining the public bus routes through Woodley Park is also important.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

As an economist, I can look at issues from a cost/benefit lens, incorporating nonmonetary aspects into the discussion. I would look to promoting more diversity within the ANC as a whole, through affordable housing, job opportunities, and vouchers. I do not think that more development is always the answer to growth, but thoughtful repurposing of current spaces, with development proceeding when it is beneficial to the community can happen. Finally, I have been active in my community for nearly two decades and will continue to be an advocate for our city.

8) What is your opinion of bike lanes on Connecticut Avenue?

I think it warrants a bit more study, as the options presented to our community were a bit problematic in conjunction with bus stops.

9) Would you support the conversion from parking to an alternative use, such as restaurant seating or widened sidewalks, of the service lane at the intersection of Ordway Street and Connecticut Avenue?

I am not sure. I think a few 15 minute spots whereby people can run in and pick up food or something from CVS, or access the ATM is warranted. A cost -benefit analysis needs more attention.

Charles Lowrey Elkins

ANC and Single Member District: 3D01

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I recently advocated for removing a parking space so make the crosswalk at Lowell and New Mexico safer.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I think it has improved all three factors. I have already talked to a contractor to see how our Commission could continue to include people on line when we return to in-person meetings.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I do support this initiative. I would like us to work with the city and architects to design multi-family housing that fits in aesthetically in single-family neighborhoods. It will be easier to persuade neighbors to accept a zoning change that would allow such multi-family housing if they see that the aesthetics of the neighborhood will remain beautiful. Because our neighborhood already welcomes people of a wide variety of backgrounds, I believe aesthetics may be the principal barrier to affordable housing in our neighborhood, silly as that may sound. We should be able to fix that.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Certainly, people enjoy eating outside in good weather, and therefore, the more opportunities the better. Obviously, there are the trade-offs you mention in the question. I believe that these situations will need to be evaluated on a case-by-case basis, but just an automatic return to the pre-Covid situation would have us lose what we have gained during this period.

6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

Transportation planning and safety is a major concern across our neighborhood. Cut through traffic and running of stop signs are especially bothersome. I have pushed our Commission to establish a Transportation Committee, and I am co-chairing it, bringing a sharper focus on our neighborhood's needs at both the Department of Transportation and the Metropolitan Police Department.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

In the four years I have been a Commissioner, I have learned the ways of the key city agencies and how to constructively influence their effectiveness and service to our neighborhood. Gaining this understanding was not easy, and continuing to try to use it for the neighborhood was one of the reasons I decided to try to serve another 2 years. Since I am retired, I am able to spend considerable amount of time on these issues and in helping individual constituents with their problems with the city. I have also been active in trying to help American University show its best face to the neighborhood and minimize any adverse impact of having 10,000 students in our midst and instead have them seen as an asset.

8) What is your opinion on the redevelopment of the AU Park Superfresh site? What do you think would best serve the community?

At the time this came before our Commission, I voted for approval of the development because I felt that it was the best alternative available to the community, given the zoning laws. Most people in our Commission area strongly desired a grocery store, which was included. Since then court decisions regarding the comprehensive plan have given people hope that there can be better alternatives available to the community. If the case can be opened up on different terms than in the past, then I would certainly welcome a much less massive development right across the street from single-family homes. However, a grocery store is still something that I would like to see included, for the sake of the larger neighborhood.

9) As Ward 3 schools are at or over capacity, how can you use your role to address overcrowding in schools?

I helped arrange an effective forum on this topic in front of our Commission. We lobbied the city to give us another public school at the old Hardy site. Now one is promised. However, there are lots of steps before it will be built and our Commission should continue to call the overcrowding issue and this promised school to the attention of the Mayor and Council, pushing as well for the purchase of the Georgetown Day school site.

Elizabeth Pemmerl

ANC and Single Member District: 3D02

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Never
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

An issue of this nature is best discussed and voted on by the ANC. These discussions should be based on data. Prior to any vote, I would request information from DDOT and/or MPD regarding current safety or access issues with the site and anticipated benefits from the proposed changes. I would also request data on the impact to on-street parking. That data would be shared with all 3D ANC commissioners. I would invite any directly impacted parties to share their perspectives at the ANC meeting where the issue would be discussed. A vote by commissioners would follow.

The details of the scenario are important. An example from a recent ANC meeting was a proposed resolution to temporarily suspend traffic from the alley adjacent to Massachusetts Avenue in Spring Valley, to provide more outdoor dining space to restaurants like Millie's and Compass Coffee. This is an example of a resolution for which I was supportive, because a) the measure improves pedestrian and traffic safety in a very tight alley with significant pedestrian traffic b) the measure benefited local businesses who are facing financial challenges due to the pandemic and c) the measure had little adverse impact on local drivers based on the number of parking spots available in adjacent lots and streets.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

Holding ANC meetings online makes them more accessible. The option to join remotely makes meeting attendance far easier for anyone with young children at home, for those who may have mobility or health issues and for those who travel frequently. I recognize online meetings can pose challenges for those with limited technology access or savvy. In my experience, though, even residents dialed in to ANC calls this year - or those who needed a few extra minutes to navigate Zoom - were able to clearly express their perspectives and were offered respect and patience from fellow participants.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median**

Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I support the Mayor's proposal to increase affordable housing in our city.

Put simply, there is limited opportunity for my single member district to contribute significantly to our city's housing needs. The majority of the district are single-family homes. But the ANC can continue to advocate for, and partner with, developers contemplating projects in all of 3D. For example, I believe the ANC played an important role in Valor Development's decision to increase the number of inclusionary zone units in the final Ladybird site plan (compared to earlier iterations). This is the leadership on this issue I would emulate.

5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?

Generally speaking, I am supportive of the creative initiatives spurred by COVID - like sidewalk dining expansion and the Safe Street designations. Continuing use of these spaces post-COVID should be decided on a case by case basis, in consultation with the ANC.

Repurposing streetscapes impacts traffic flow, parking and pedestrian safety in various ways - all residents, not just those most immediately impacted, should have the opportunity to weigh those tradeoffs and voice their opinions.

6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

American University is in the process of finalizing its 10-year campus plan. The University has engaged residents consistently in its creation and edits to the plan. The University and community relations have improved with new leadership on the ANC for the last four years, and I am motivated to preserve and expand that relationship.

Our neighborhood benefits from the University's diverse and dynamic students and faculty. AU offers lovely green space for neighbors to enjoy and provides significant positive economic impact to the surrounding area. It is in the best interest of both parties to prioritize a civil, collaborative and fact-based working partnership so that both the university and the community can thrive.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

I initially got involved in the AU campus planning process and the DDOT Rock Creek Far West Livability Study based on my genuine interest in AU's future and my interest in safer streets for my family, who are often biking, jogging or dog-walking. Participating in community meetings on these topics helped me better understand and appreciate the critical role the ANC plays to shape discussion and policy. I have also witnessed how issue debates can devolve into hyperbole and vitriol. I will be a thoughtful and measured representative of our neighborhood. I will form opinions based on data and share information transparently.

8) What is your opinion on the redevelopment of the AU Park Superfresh site? What do you think would best serve the community?

I am supportive of the planned development at the AU Park Superfresh site. Valor Development has worked with the community to create a plan that not only exceeds the required number of inclusionary zone units, but also brings a full service grocer back

to the neighborhood - a need frequently cited by community members. The plans include improvements to the adjacent alley and an improved pedestrian crossing at nearby Massachusetts Avenue.

A reality of living in our city is that most residents do so in close proximity to property that is commercially zoned. Owners/developers have wide rights in these zones. In the case of the AU Park Superfresh site, Valor has demonstrated willingness to listen to community members and adjust its plans where possible to satisfy neighbors' concerns.

9) As Ward 3 schools are at or over capacity, how can you use your role to address overcrowding in schools?

I am a parent of a child in Ward 3 schools, so this issue is of particular importance to me. As an ANC commissioner, I will be a vocal supporter of ANC resolutions and meeting discussions that support improvements to DC education throughout the city, including overcrowding in Ward 3. The current budget includes funds for both a new elementary school and the purchase of the former GDS site for another school. Enrollment data indicate such additional infrastructure is needed and long overdue. Bringing new schools online lessens the need for more drastic changes to feeder patterns, catchment basins and grandfathering rights that directly impact a wide swath of the city currently attending Ward 3 schools.

Kate Nanavatty

ANC and Single Member District: 3D05

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Never
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I would prioritize safety first and foremost. I would look into the facts and establish if there are specific times when there is a safety risk to pedestrians or bikers and look into restricting parking during times when there is a safety risk.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I think there are positive and negatives regarding online platforms but one big upside is encouraging greater accessibility and participation. The in-person aspect is important for community and cooperation. I think a combination moving forward when the time is right and it's safe to bring people back together is best.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

Yes. The neighborhood can come together to identify sites, including the new development where the former Safeway was located. I believe we can also identify sites to restore or enlarge along MacArthur Blvd.

5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?

Yes - I think prioritizing outdoor spaces and maximizing use of public space should continue. Pedestrian areas and setting aside areas for families and the community to congregate will be an enhancement.

6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

I think the redevelopment of the former Safeway Site on MacArthur Blvd is vital to the community and should include considerations of the neighborhood. I think we should think bigger and longer term in this investment to make it a resource for families and the community - including but not limited to ensuring space for a grocery store, affordable housing etc.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

I care deeply about the Palisades Community, having moved here in 2016 from overseas, and would like to give back to the neighborhood. The excellent public school, and access to green space and parks continues to spark of feeling of deep appreciation that I am lucky enough to raise my family here. I will approach problems with a spirit of open mindedness and compromise and use the Commissioner role to bring people together. In addition, I will prioritize the wise use of public funds to invest in the Palisades.

8) What is your opinion on the redevelopment of the AU Park Superfresh site? What do you think would best serve the community?

I would need to learn more about this site and the key issues.

9) As Ward 3 schools are at or over capacity, how can you use your role to address overcrowding in schools?

I have two children at Key Elementary School and would work with the PTO and other parents while also identifying additional sites and options to ensure when students do return to school they can safely do so in a wonderful and enriching learning environment.

Christian Damiana

ANC and Single Member District: 3D07

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I would absolutely be willing to support the removal of some on-street parking in order to improve bus service or pedestrian/bicyclist safety where needed. Removing on-street parking can often be a contentious issue in ANC 3D, so building a coalition of likeminded neighbors and students to support the action is essential. Situations like these require a Commissioner to listen to and evaluate the concerns of community members, analyze all available data, and eventually arrive at a decision that serves the greater good of the neighborhood.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

Virtual ANC meetings are indisputably more inclusive, accessible, and transparent for everyday neighborhood residents. The online format has allowed for people who are typically unable to participate to have their voice heard by the Commission. When it is safe for in-person meetings to resume, they should be livestreamed and later posted to the ANC website. I am hopeful that post-pandemic, ANC 3D will focus more on making the Commission as accessible as possible. This includes providing closed captions for people who are deaf or hard of hearing, making the website more user-friendly, and streamlining meetings by utilizing a consent agenda.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Mayor Bowser's plan to increase housing throughout the District is an important step towards ending the housing crisis. I support the initiative and believe that it should be expanded upon in the coming years. ANC 3D needs to support affordable housing initiatives far more than it currently does. Our ANC, which includes some of the District's most expensive neighborhoods, does

not have a single unit of affordable housing. ANC 3D must listen closely to the voices of students and working people and help them gain access to the housing market.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Streateries have successfully enabled restaurants to continue serving the public throughout the COVID-19 pandemic. In addition to allowing people to dine safely, they have created a more vibrant atmosphere in many neighborhoods across the District. Even after the end of the public health emergency, streateries should continue to be able to operate in the areas where they have been most successful. As a Commissioner, I will seek to support alternative uses of public space that increase livability.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

American University students need and deserve accessible, eco-friendly transportation options. As Commissioner, I will focus on improving transportation quality and pedestrian safety around campus. This entails supporting many of the important goals laid out in Rock Creek Far West Livability Study, especially expanding pedestrian and bicyclist pathways surrounding our campus. Some improvements I will advocate for are very close to home, like finding a safer and more convenient way for students to cross Nebraska Avenue as they go from AU's main to east campus. Some necessary, large-scale improvements include constructing protected bike lanes, dedicated bus lanes, and other transportation infrastructure that will better the lives of Ward 3 residents.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am the best person to represent ANC 3D07 because I will be wholly focused on building student power and improving American University's campus and the surrounding neighborhood. As Commissioner, I'll be focused on engaging students with ANC 3D by encouraging hyperlocal activism and effectively communicating about the issues being discussed. I am a strong and unique candidate because I will bring a student perspective to ANC 3D. I care about many of the same issues as other American University students: affordable housing, accessible transportation, government transparency, and more. My relationship with the student body will allow me to build community support for these initiatives.

- 8) What is your opinion on the redevelopment of the AU Park Superfresh site? What do you think would best serve the community?**

The redevelopment of the former Superfresh site should absolutely proceed. I am pleased to see that the current plan includes numerous new housing and retail units. As Commissioner, I will proudly support increasing mixed-use, transit-oriented development across Ward 3.

- 9) As Ward 3 schools are at or over capacity, how can you use your role to address overcrowding in schools?**

Overcrowding makes teaching and learning more difficult and lessens the quality of education in Ward 3. All DCPS students have a right to a high-quality, world-class education close to their homes. As Commissioner, I will support measures to reduce the overcrowding which affects students across the ward. This includes supporting the redevelopment of the former Georgetown Day School on MacArthur Boulevard.

Ben Bergmann

ANC and Single Member District: 3D08

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

Like any government-owned resource, how we allocate public space speaks volumes about our priorities. Local governments in the United States have generally overemphasized the convenience for drivers over safety for pedestrians and cyclists. This has to stop. If elected, one of my central goals will be to promote and advocate for street safety initiatives, particularly improvements to protect cyclists and pedestrians. ANC3D08 includes the New Mexico and Cathedral Avenue corridors, streets used frequently by young children, AU students, and the many elderly residents living in our community. Nevertheless, neither street is particularly safe for residents commuting by foot, bike, or scooter. I will be an advocate for protected bike lanes along New Mexico and curb extensions so that pedestrians can safely cross major thoroughfares. I would also like to see the District remove one to two parking spaces before crosswalks on Cathedral to eliminate a blind spot that makes it treacherous for residents hiking the Glover-Archbold Trail to cross Cathedral Avenue safely.

I am not unsympathetic to drivers—I am one myself. But pedestrian and cyclist safety should be prioritized and street parking in ANC3D is, frankly, quite plentiful. In general, I am skeptical that public space along major arteries in our community (e.g., New Mexico, Massachusetts, and Nebraska) is best allocated to parking as opposed to protected bike and bus lanes.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

While the shift to virtual meetings may be an impediment for some less tech-savvy residents, I think that, on the whole, streaming the meetings live has made ANC3D more accessible to residents juggling children, work, and other commitments. Residents can now pop in and out of meetings as life permits (e.g., after dinner or bedtime, while washing dishes, etc.). This is a good thing because the priorities and opinions of folks who have the time, ability, and interest in spending 4 to 5 hours at an ANC meeting on a weeknight do not always reflect the views of the broader community. Live streaming has also made meetings in ANC3D and other ANCs more accessible to the broader DC community, including the press, bringing some much-needed sunlight to proceedings that can often be dominated by only a few loud voices.

After the pandemic subsides and in-person meetings resume, I would support continuing to live stream the meetings. While attendance is unlikely to be high, I think it is important to give residents who are unable to attend an in-person meeting on a weeknight the opportunity to listen in at home.

Going forward, I would like ANC3D to consider ways to more actively engage residents beyond those that attend meetings, such as by maintaining an active social media accounts on Twitter, Facebook, and other platforms.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I strongly support all efforts to address our region's affordable housing crisis, including Mayor Bowser's plan to build 36,000 additional units. It is no secret that existing affordable units are disproportionately located east of the park. Ward 3 needs to do more. Unfortunately, development has been repeatedly delayed and discouraged by a clique of residents committed to the mission of protecting "neighborhood character." In order to make progress on the District's housing goals, we will need commissioners on ANC3D willing to ignore this group, whose perspective is often over-represented at commission meetings. Rather than adopt their "no" mindset, I want ANC3D to be an active and constructive participant in the conversation about development in Ward 3.

I will be a consistent advocate of denser, transit-oriented development in Ward 3, particularly along major thoroughfares and near metro stops. Of course, not every proposal makes sense. When evaluating development, retail, and infrastructure proposals, I will always ask: "How would this improve the neighborhood? Will this proposed development help make DC more livable, vibrant, inclusive, or affordable?"

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Necessity is the mother of invention. I think most Washingtonians would agree that the streateries experiment has been a great success and should be allowed to continue after the pandemic subsides. In some instances, the public space may be better allocated towards other uses (i.e. a protected bike lane). But sacrificing a few parking spaces in return for the rich and vibrant atmosphere of sidewalk dining seems like hardly a sacrifice at all. If elected, I would encourage the District to develop a process, in consultation with ANCs, for restaurants to apply for and obtain long-term streateries leases.

Before the pandemic, ANC3D meetings have been dominated by residents upset about the impacts of an area restaurant's outdoor seating arrangements. Stepping back, I hope that the experience of the last several months has led to a long-term shift in thinking around the merit of some ANC-imposed restrictions on restaurants and bars, such as limitations on outdoor seating or live music.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The effect of congestion and rush hour traffic on bus travel time is a huge, unaddressed issue for my (Metroless) neighborhood. Our community would benefit greatly from a sustained commitment by ANC3D to lobby for improvements to bus service and other transit infrastructure. Due to our lack of metro access, I and many residents in ANC3D08 (and ANC3D more generally) rely on the bus when commuting to and from downtown for work. Unfortunately, before the pandemic, travel time to and from downtown and on-time arrival/departure varied greatly depending on the time of day, which can make commuting by car more attractive. I would like ANC3D to partner with other ANCs throughout the city to lobby for measures to reduce travel time to and

from downtown, including priority lanes and increased service during peak times. Given the need to build more housing throughout the city, including in parts of DC that lack easy access to the Metro, it is even more important that there be a sustained focus on reducing travel time for buses along major corridors and improving bus service and reliability in the coming years.

On the same note, making biking and scooting a more viable transit alternative by investing in safety (e.g. protected lanes) and infrastructure (more bike-share stations), can have a meaningful impact on traffic congestion, improving the commuting experience for everyone.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

The events of the last year motivated me to get off the sidelines and get involved with making progressive change happen in my community. I will be an active member of the commission and accessible to residents of ANC3D08, online, at the board meetings of the residential communities in 3D08, and through monthly in-person “office hours” on New Mexico. I also will come to the position interested and familiar with land use and zoning issues, having concentrated my studies in law school on land use, local government, and property law.

8) What is your opinion on the redevelopment of the AU Park Superfresh site? What do you think would best serve the community?

I support the redevelopment proposal at the site of the old Superfresh in AU Park. The plan will deliver many benefits for the community, including funding for traffic safety improvements. Most importantly, the project will deliver 214 housing units, including more inclusionary zoning units than required. The site, which has relatively good access to public transit (for a metro-less part of Ward 3), is a prime candidate for a development project of this size. Every development project can be better, but the opponents have frankly been acting in bad faith and should be treated accordingly when additional development projects are proposed in the future. Neighborhoods change—and that’s okay! In fact, in this case, it is a good thing. I am hopeful that (if it is allowed to finally proceed) this project will encourage additional development of walkable, transit-oriented development in ANC3D.

9) As Ward 3 schools are at or over capacity, how can you use your role to address overcrowding in schools?

As a parent of young children, one of whom just entered pre-K4 at Mann Elementary, I support efforts to reduce overcrowding in Ward 3 schools, a problem that is projected to worsen in coming years. While school overcrowding must ultimately be solved by the Mayor and the Council, I think Ward 3 ANC Commissioners can help solve the problem in three ways:

1. I believe that ANC Commissioners should consider themselves citizen lobbyists for their SMDs/ANC, advocating for neighborhood priorities to the Council and DC agencies. To that end, ANCs in Ward 3 should emphasize the importance of pushing forward on plans to expand DCPS capacity in Ward 3 through new school construction when meeting with members of the Council and other relevant officials.
2. If/when neighbors raise frivolous/NIMBY objections to a school construction project, I would hope that Ward 3 ANC commissioners will disregard and actively oppose such opposition.
3. DCPS continues to be plagued by grave and long-standing inequities. While I believe that additional school construction is the best answer to address the immediate problem of school overcrowding in Ward 3, the long-term solution must include real, sustained investment in traditional public schools throughout the District.

Doreen Moses

ANC and Single Member District: 3D08

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Occasionally

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I would have to thoroughly research the ramifications of this matter.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I personally prefer in person meetings but would support online meetings if that's what the majority wishes.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I believe our ANC area could support such a matter since affordable housing is so crucial. Rents are so high in this area that families and young people can hardly afford them.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?

I can't see why not.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

The last major issue was traffic problems from American University. Now there may be some debate regarding additional expansion of our bike lanes by removing local parking.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

I served as a neighborhood commissioner in Du Pont Circle at the height of developer's wishes to insert high density projects in a low density historic neighborhood. My single member district required a great deal of effort and diplomacy to balance the needs of commerce and residential living that interfaced each other.

I am presently living in a rather different sort of area which I hope will remain pleasant to its inhabitants.

As a former teacher who has taught all over the city I would like to provide input in some of the educational institutions here.

8) What is your opinion on the redevelopment of the AU Park Superfresh site? What do you think would best serve the community?

I am not in favor of high density development in such a functional single family housing area. A grocery store is always welcome along with a low density building above.

9) As Ward 3 schools are at or over capacity, how can you use your role to address overcrowding in schools?

As a former teacher I am very interested in educational opportunities and do not know about local preferences yet.

Amy Hall

ANC and Single Member District: 3E02

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I am fully supportive of removing on street parking to make way for dedicated bike or bus lanes. We can't get more people to bike unless we provide bike infrastructure that makes people feel safe. Likewise with busses, expanding routes and providing dedicated lanes will encourage ridership by making it a faster form of transportation.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

100% a plus. We are able to have more attendance and we see some new faces! I'm actually fine if they stay virtual!

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Not only do we need more affordable housing we need to also encourage developers to provide disability-accessible units as well. ANC 3E has tried with the projects in our area to advocate for IZ units beyond what is required. With the new projects coming up I plan to also seek accommodations for units that support people living with disabilities too.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I support these expansions but also, if we can take curb lanes for dining, that argues we should easily be able to take them for protected bike lanes too.

6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

Improved bike and pedestrian infrastructure is important, but already covered. The slow streets initiative could be improved by making the changes permanent - both permanent in the sense of forever and permanent by modifying the street to slow traffic, extend sidewalks, change the paving; etc. make it clear pedestrians and bikes have equal say on the slow street-designated road, if not priority. Also education is a constant concern, and ensuring transparency and accountability, but addressing capacity and autonomy issues as well (along with equal treatment for charter and traditional schools - ie transparency for both, etc).

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

I have worked hard over the past few years to represent the community and advocate for improvements to the neighborhood that benefit the residents but also improve the city overall. Change is slow in coming in some ways but we are beginning to see the fruits of our advocacy with the Western Avenue bike lane project, bike lanes by GDS, the redesign of the road by GDS, improved design and bike stations in some of the new development projects, etc. I would be honored to serve another two years!

8) What is your opinion on the redevelopment of the AU Park Superfresh site? What do you think would best serve the community?

I support the Superfresh development. We had hoped for more IZ units and perhaps more vibrant retail, but at the end of the day the building will revitalize a very sad area, with mixed use.

9) What is your vision for the Wisconsin Avenue corridor? How would you like to support Wisconsin Avenue small businesses? What is your opinion of bike lanes on Wisconsin Avenue?

I would support bike lanes on Wisconsin, and Massachusetts, and Western and Connecticut. To support retail, I would like to see the city provide more support to the Main Streets groups. Particularly, it would be nice to work to make parts of Wisconsin have a more neighborhood feel by improvising facades etc. also the work Mainstreets is doing to support and encourage our local parks is important.

Tom Quinn

ANC and Single Member District: 3E04

1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I think every situation is different and requires scrutiny but speaking generally if removing on-street parking will make the street safer and usable for a greater number of people than benefit from the parking then trading parking for mobility and safety is the right choice.

In ANC 3E we've been pressing DDOT to remake the two block stretch of 40th and Fort Drive between Albemarle and Chesapeake Streets into a complete street that better serves pedestrians, bicyclists and bus riders. Currently this area which is between the Tenleytown Metro and Wilson High School and Deal Middle school is primarily designed around car storage and is unattractive and poorly designed for non-car users and is essentially a poorly designed road with a lot of drivers looking for parking but crammed with pedestrians unsafely filtering through. In this instance our ANC has sent a clear message to both DDOT and WMATA that we want to trade parking spaces for pedestrian spaces and place making.

We have similar opportunities on our major north-south corridors. I've been participating in the DDOT sponsored study to look at ending the reversible lanes on Connecticut Avenue and reserving 2 of the streets 6 lanes for car storage most of the day is really insane when you just look at the sheer numbers - whether it is bus riders, bicyclists or even drivers giving over that valuable space for a few hundred parking spaces that could instead be utilized by many more people for transportation should really be an easy call, especially in a rapidly warming world. Wisconsin Avenue is also 6 lanes and it is flabbergasting to be in a bus with 30 or 40 people and be stuck waiting to merge into traffic because of a single parked car.

3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

In the case of ANC 3E our attendance unfortunately hasn't really changed and the monthly "zoom bombing" we have to deal with has been extremely disruptive. Our ANC has long streamed our meetings but as audio only - I hope when we get back to in-person meetings we can find a way to continue video streaming our meetings so people can participate both remotely and in person.

Our big loss in Ward 3 was when the NW Current closed and our meetings ceased to be covered by a local news source. It used to be that almost all hot button issues received a high quality write up in a paper that showed up on everyone's front steps within a couple of weeks of the meeting - now the community has to dive into our minutes to find out what happened at one of our meetings but that leaves out a lot of important details.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support this initiative and believe Ward 3 and ANC 3E in particular need to play a leading role in creating additional housing units, particularly units near Metro stations and robust bus corridors which we have both of in our ANC.

The Office of Planning proposed a lot of up-zoning in the Future Land Use Map along Wisconsin Avenue and our ANC supported almost all of those proposals and even suggested that some more density might be possible if it was added as part of a small area plan.

There are a lot of underdeveloped lots along Wisconsin Avenue, many of which are occupied by dated and under utilized commercial buildings backed by large surface parking lots. And now we have a lot of empty commercial spaces in Friendship Heights so we have an opportunity to redevelop a lot of these lots into high quality mixed use buildings with a mix of market rate and IZ units. But that still leaves a challenge in how to find housing units for lower income households in a part of town with very high land values and few publicly owned lots on which to build.

Our ANC has always tried to serve as a voice of reason - pressing for high quality development and responding to reasonable concerns neighbors have about new development but also making it clear that we support both new market rate and IZ units and the benefits we believe comes with new housing and density.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

While I love the streateries that have popped up elsewhere in DC in 3E our restaurants are almost all on Wisconsin Avenue which has pretty wide sidewalks and adequate space to accommodate sidewalk eating spaces. One area where DDOT could be more creative post Covid is allowing restaurants to use sidewalk space adjacent to their storefronts that isn't being used - for example in the Tenleytown commercial area we have a drycleaner, a liquor store and a Starbucks that aren't using their street frontage at all in the evening so why not enable the restaurants in the block to use that space when those businesses are closed so they can seat more people outside and fill in what are otherwise dead zones.

But the city has to get a grip on the insanity of the PUDO culture that Covid has unleashed. I am really hard pressed to come up with arguments for why we should be encouraging these practices or even allowing them post covid. We now have chronic issues of illegal parking and idling cars from unregulated delivery drivers in our commercial areas to the point where it is rare to find an unblocked crosswalk or bus zone and then these same drivers are then racing around our neighborhoods driving aggressively. Once we get to a post covid footing I hope the city will aggressively retake our streets so they serve everyone and I'm not sure even during covid why the city is tolerating all of this chaos on our streets.

The city has bigger issues with public space that it needs to get organized and deal with - our ANC has identified a laundry list of public space violations within our boundaries that if fixed would create more space for outdoor dining and safer spaces for

walking but neither DDOT nor anyone in the executive or legislative branches has the least bit of interest in addressing some of these violations so it would be nice to not have a public health crises to force us to try to improve our public spaces.

6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

The biggest issue in Ward 3 and our ANC specifically is the enrollment crush in our public schools, particularly Deal MS and Wilson HS.

Both schools are already way over capacity and frustratingly are at the same time getting less diverse and Wilson is 1 year away from its largest freshman class ever.

But no one at the city level is willing to take on the notion that not everyone can be squeezed into a Ward 3 public school and is even doubling down on the mistake by adding new public schools in Ward 3 in a hard to reach corner of the Palisades that will not relieve over-crowding but will actually make it worse and exacerbate the driving all over town to get to a Ward 3 school.

There is just no way around the fact that the number of kids eligible to get into Deal and Wilson has to be shrunk dramatically and the solution may even need to include some kids from west of the park schools having to go east of the park for middle school and high school to utilize under capacity schools.

My position is our elected leaders on the DC Council and the SBOE and in the Executive Branch can't kick this can down the road any longer and need to have the courage to solve this problem even if it means making some politically unpopular decisions because the alternative is equally unappealing.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

In my 10 years as an ANC commissioner I have put in a lot of work especially on the little things that a commissioner can help move the needle on - crosswalks, trees, missing signs, sidewalks in disrepair etc.

But on the bigger issues I take my oath seriously that our charge is to act in the best interests of the entire city and not just our SMD or in the interests of the immediate neighbors of something but to make decisions that benefit the greater good which in our neighborhood and city means more housing for every income level and multi-modal transportation options for everyone in our warming world.

8) What is your opinion on the redevelopment of the AU Park Superfresh site? What do you think would best serve the community?

I supported this project as an ANC commissioner and believe it is an appropriate site for new housing and a neighborhood serving grocery store. It is a complicated site because it is disconnected from Massachusetts Avenue by the Spring Valley Shopping Center which is truly one of the most egregious historically protected properties in the District so the massing is set back from the Avenue and there is a lost opportunity to invigorate the east side of the Avenue there but even with those restraints I think the proposal for this site is a good one.

9) What is your vision for the Wisconsin Avenue corridor? How would you like to support Wisconsin Avenue small businesses? What is your opinion of bike lanes on Wisconsin Avenue?

I would like to see the Wisconsin Avenue corridor re-made into a complete street lined with high quality mixed use buildings.

The upper part of the corridor in ANC 3E is largely filled with aged poorly designed buildings with many poorly sited curb cuts that are bad for pedestrians and drivers alike and backed by surface parking lots which are bad for the environment and economic development.

We have a great opportunity right now in Friendship Heights with the closing of Lord and Taylor and Neiman Marcus to right size our retail from being regional serving to neighborhood serving and replace some of these buildings with new residential buildings with residents to support neighborhood retail.

I am a big advocate of complete streets and would like to see DDOT do a corridor study of Wisconsin Avenue with an eye on remaking the corridor from one designed around serving commuters from Maryland to one that serves residents of the neighborhood whether they are taking the bus, bicycling or walking. With 6 lanes to work with there should be room to add a protected bike lane but it will almost certainly necessitate removing parking but doing so would also eliminate the challenges for buses off peak of having to merge in and out of traffic. Although I am not a big fan of the amount of underground parking we have in Friendship Heights and Tenleytown it does mean we have ample parking and converting the on-street uses to bike lanes and bus lanes should not be a politically hard call for that reason and such a switch would benefit more residents of the neighborhood.

David Cristeal

ANC and Single Member District: 3F01

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Never
<i>Metrobus</i>	Never
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I am a member of the Connecticut Avenue NW Reversible Lane Operations and Safety Study's Community Advisory Committee. The study's purpose is to consider alternatives to the current reversible lane operation. In this role, I support the City's Vision Zero objectives of making all modes of transportation safer to the point of zero fatalities and serious injuries to travelers. To me, that means protected bike lane(s) along Connecticut Avenue. To achieve that, at least one of two parking lanes would need to go. We need to look at the consequences of that action – how well can nearby residential streets accommodate that additional level of parking? How would this affect businesses along Connecticut Avenue? Yes, we will look at the numbers. However, given the real reduction in auto traffic in both directions due to the pandemic, now is a great time to achieve the Connecticut Avenue corridor that provides safer transit for all modes of transportation, including people walking on the sidewalk.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I think it's different. I became the ANC Commissioner for 3F 01 since April of this year, or just after the pandemic started. It appears that there is comparable participation (before the pandemic started and now that we're in on-line mode). I think we can do better to engage our residents and other stakeholders via our monthly meetings and website. There are so many ways to both accept and push out information electronically. That said, I recognize already a fatigue to all the on-line activity, so we need to keep our meetings and their agendas focused and to the point.

We have 3 active issues committees and they are a great way to get wider community involvement. One of my objectives if elected will be to work with them, building their membership and ways we commissioners can support their work.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing**

housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

Yes, I support the Mayor's initiative to incentivize both more housing and more affordable housing as outlined in their 2019 Housing Equity Report.

The ANC has at least several roles in the housing affordability challenge. A first way is advocating for the City Council's adoption of the update to the Comprehensive Plan. The proposed changes in the Plan would allow more housing to be built along transit corridors like Connecticut and Wisconsin Avenues. Additional density/allowing for more housing provides a foundation upon which affordable housing can be developed. Secondly, the ANC's can and should advocate for sufficient funding to allow the development of affordable housing. One example is the City's Housing Production Trust Fund (HPTF). This is used by the City to support affordable housing for low wage working families. To support affordable housing in high cost parts of the City like our Ward 3, the fund should be increased from its current level of approximately \$100 million.

In Ward 3 and ANC 3F, sites along and near the Connecticut Avenue transit corridor are places to consider the development of more housing and affordable housing. There are several sites/combination of sites that are one – or two-stories and are potential redevelopment sites. There are also institutions such as UDC and Howard University that control land that could be developed as housing – for their students, their faculty, their employees, and more. Existing City properties, WMATA, and other publicly owned sites should also be considered. In my work for Arlington County, we financed several successful affordable housing developments that were developed on church sites (vPoint opposite the Clarendon metro was the first). There are several faith communities with surface parking lots. If elected, getting affordable housing developed in ANC 3F will be one of my top priorities. That is a good place to start, but we shouldn't end there. Accessory dwelling units and missing middle housing are other forms of housing that can be developed in lower density residential areas. This past April, the City's Office of Planning put out a report on how these types of housing could be considered in single-family zones.

I think the City has an effective set of finance and land use tools to both preserve and create affordable housing. If elected, I will work to bring more of those resources to Ward 3/ANC 3F. More affordable housing will make our community – ANC 3F – Van Ness - a better place to live.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes. We have an example in Cleveland Park that seems to be working. The now closed drive lane on the east side of Connecticut Avenue also accommodates out door dining for several restaurants.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

I think the biggest issue is how the combination of climate change and our built environment is affecting our open spaces and nature. Both open spaces and nature are community assets we need to make our community livable for us and future generations. We have 2 great parks that run from west to east into Rock Creek Park. Nurturing them means paying more attention to what we do with our built environment to put less pressure on our parks and waterways. DC is a member of the Biophilic Cities network. The biophilic cities movement recommends ways to better integrate nature back into into urban places like DC. I will use its framework to inform my thinking as we look to adding more housing along our Connecticut and Wisconsin Avenue transit corridors.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I love this Van Ness/North Cleveland Park neighborhood for its people, places like the Connecticut Avenue, the 17 embassies and surrounding park land, the wonderful places of learning from Hearst Elementary to Sidwell Friends to the Whittle School to

UDC; access to 2 metro rail stations, Rock Creek Park and both Van Ness & Cleveland Park retail/business areas. I have worked as a city planner - focusing on housing affordability and homelessness for nearly 3 decades and would bring this background - a future and equity orientation - to ANC 3F. I have lived on Connecticut Avenue for almost 4 years - bringing a relative newcomer's view to the mix of long time residents, stakeholders and activists. Finally, I believe city government as the ANC is a part, can act - through effective use of resources it controls - to help us make our communities better places to live.

8) What is your vision for the Connecticut Avenue corridor? How would you like to support Connecticut Avenue small businesses?

The Connecticut Avenue corridor will accommodate more people and be more active. More people living on or near the corridor will help support businesses located along it. An improved corridor will be safer for people to walk, run, bike, scooter, skateboard in or along. It will move more slowly. The combination of more people and more people traveling in all transportation modes safely along Connecticut Avenue should support the small businesses along it.

9) What is your opinion of bike lanes on Connecticut Avenue?

Yes. Protected. Now.

Alex Appah

ANC and Single Member District: 3F02

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Occasionally
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

This exact issue applies to ANC3F. I would support a bike/pedestrian walk way all the way down Connecticut Ave. As people are working from home more often, we should reimagine the spaces that cars take up. We should encourage people and the city to continue to invest in public transportation and alternative forms of clean transportation (Revel, capital bike share etc.). I've reviewed the DDOT's Connecticut Ave study. I support removing reversible lanes and parking to accommodate a bike lane (this is most like Concept C in DDOT's study). Alternatively, I support a protected 2-way bike lanes on one side of the street. To accommodate traffic this concept would have reversible lanes during peak hours and parking on the off peak hours (this is most similar to Concept D in DDOT's study). If we want to do our part for climate change and we must create easier ways for people to move through the city.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I have enjoyed the meetings moving online. I like that the meetings are recorded for later review and gives a chance for more people to attend the meeting. The last ANC 3F meeting was well attended! In terms of transparency, 3F has a decent website. I think the meetings should be posted there with the zoom link or a way to register for the meeting. In terms of inclusion, a challenge of the meetings being on line is not everyone is tech savvy and may need more help accessing Zoom. As well, the meeting are online but not closed captioned for the hearing impaired. I'd like to see the meetings move more efficiently. There are times when the moderator should/can push the meeting along faster.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Affordable housing is a critical issue for D.C. I support Mayor Bowser's housing initiative. We need more affordable housing for the working class and also for the middle class. Many people are priced out of the market and with people moving their jobs remotely, there is less of an incentive to stay in D.C. The ANC can play a role in addressing affordable housing by recommending some of the zoning be updated to mid-high density developments. As well, the ANC should advocate for rules all apartments across DC should have a segment of their units for people who are 60% or less of the AMI.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I enjoy the "streateries". Going to Adams Morgan and having more space outside (especially in the Summer) has brought some semblance of normalcy to a strange year. The streateries are a great way for restaurants to continue to serve customers safely and keep their businesses viable. After the pandemic, I support keeping the streeteries during specific times Friday-Sunday, Spring through end of Fall.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Ensuring that Soapstone Valley's sewer rehabilitation moves along effectively. Year over year we are seeing Soapstone Valley in Rock Creek park flood. As well, the water often becomes contaminated and may injure local wildlife and beloved dogs. It's a big project and everyone loves going through Rock Creek Park. Closing parts of the park for 2 years and cutting down so many trees is tough for residents who enjoy the park. Including myself! Therefore, if elected to the ANC I would work with residents and the parks and trails committee to ensure that the project is moving along and residents' needs are being heard.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

One of my skills is to make space for hearing multiple perspectives and pulling out the best ideas from a group. For the past 15 years I've excelled at managing large team projects by always recognizing my teammates' skills, and delegated tasks that fit each person's skills. These skills will help get projects done in our community.

- 8) What is your vision for the Connecticut Avenue corridor? How would you like to support Connecticut Avenue small businesses?**

I would love for more small businesses to open up along Connecticut Ave. Sadly the Uptown movie theater closed. I would love to see that space reimaged and continue to be an anchor for the Cleveland Park neighborhood.

- 9) What is your opinion of bike lanes on Connecticut Avenue?**

I support a protected bike lanes on Connecticut and support Concept C and D of DDOT's Connecticut Ave Study.
<https://www.foresthillsconnection.com/news/ddot-floats-concepts-for-upper-connecticut-avenue-which-add-bike-lanes-and-remove-reversible-lanes/>

Stan Wall

ANC and Single Member District: 3F04

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

This question is very relevant to ANC 3F, as we are contemplating DDOT's proposed reconfiguration of Connecticut Ave to provide protected bike lanes. To create space for this new bike infrastructure will be accommodate through the removal of one or vehicular lanes. First and foremost I would prioritize the bike lanes being as safe and free of compromises as possible for bicyclist safety. Next up I would want to ensure there is parking on at least one side of the street during off peak times. This would ensure some degree of car access for businesses along the corridor.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I believe online meetings have increased the ability for community voices to have equal weight among participants. That is, in a live meeting it is quite easy for louder, less considerate voice to be a dominating and disruptive presence. As a result such voices can tend to amplify a position that may not be universally shared in a community. Online technology allows for those loud voices to be muted (literally and figuratively) and for others to be amplified. The challenge, however, comes with ensuring community participants have access to the technology and bandwidth that allows them to indeed be full participants. We should seek solutions that enable those who are hearing-, sight-, or speech-impaired to experience full engagement, as well as those who may not have access to broadband. Solutions could include email/posting any presented materials before/after meetings, automatically recording and transcribing meetings, and leveraging mobile phones as a means of supplemental engagement.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I support this initiative, though I think the District could be pushing itself toward more aggressive housing production goals given that in 2019 the City delivered over 6,000 new units, exceeding the production needed to meet the 36,000-unit target. ANC 3F can play a role by actively engaging UDC and Howard (which both own or control properties with housing potential) to advance mixed-use redevelopment that brings not new housing to the ANC but also new customers to reinforce the commercial district around Van Ness-UDC Metro Station.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes, I think these streateries should continue. I've visited Montreal on a few occasions and they have permanent streateries in many neighborhoods across the City. Given that DC has a much more hospitable climate than Montreal, these types of uses could help bring vibrancy and foot traffic to neighborhoods. How and where these are located on a permanent basis would need to be evaluated against impacts to access for deliveries, pick-up, drop off, and parking.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The other issue that has been raised quite frequently is stormwater management, and the significant runoff/outflows into the Soapstone Valley area. For this issue, I think it would be worth reviewing/revisiting the portfolio of tools and incentives in DOEE's RiverSmart Homes program and identify how those programs might be strengthened (greater incentives, greater technical assistance, etc.) to enable homes, apartments, and condominiums in the area to invest in on-site approaches.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I really love my neighborhood and have met many wonderful neighbors. In my day to day work I focus on economic development and revitalization, and I think I can bring tools and lessons from this work to bear in helping ANC 3F better serve needs and wants of the community.

- 8) What is your vision for the Connecticut Avenue corridor? How would you like to support Connecticut Avenue small businesses?**

I think that the Connecticut Avenue corridor surrounding the Van Ness Metro Station is failing to live up to it's full potential. There are quite a few empty storefronts and buildings in the area, and the large majority of those empty storefronts are owned or controlled by UDC. Given the fact that these storefronts are currently producing zero revenue for the University, I think that there could be much more creativity employed to activate these spaces that attract foot traffic to the corridor. Examples could be art studios/workshops/galleries similar to the Arts Walk in Brookland, rotating pop-up stores featuring local merchants, co-working spaces for entrepreneurs in the neighborhood or at the school, or other uses. UDC could bring some it's own more active functions -- like the bookstore -- down to street level on Connecticut Avenue as a way to bring students to the corridor and encourage the community to better take advantage of the store. All of these types of ideas would enliven the business district for residents while also create a more vibrant environment for UDC's students.

- 9) What is your opinion of bike lanes on Connecticut Avenue?**

Very much in favor. See the discussion on the earlier question re bike lanes vs. parking.

Ryan Keefe

ANC and Single Member District: 3F05

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Occasionally
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I believe that safer mobility for all users needs to be the first priority in any project. We must protect pedestrians and cyclists as well as drivers and if removing parking helps achieve those goals, as well as shifting people to more sustainable modes of transportation, then I will support that. Though safety must be our number one goal any arrangement should be beneficial to as many users as possible and be conscious of the needs of pick-up and drop-offs as well as loading zones that are needed for our businesses and residents lives. ANC's must work with affected residents and businesses to come up with solutions that will be beneficial to as many as possible while acknowledging that there are real tradeoffs within public rights of way. This may mean that I end up favoring a two-way protected bike lane on Connecticut Ave to preserve parking and loading on at least one side of the street and work to find additional space for loading and unloading on adjacent blocks wherever possible.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I believe that in general having ANC meetings online has been a plus for inclusion and accessibility. This doesn't mean that it is without problems however, access for those without a computer is still a major barrier for many residents. I would like to see ANCs try to incorporate these online features into meetings as much as possible when we go back to having them in person. The ability to watch a livestream and participate from home with questions and public comment is an important step for the inclusion and accessibility for many people who may not be able to physically attend a meeting due to a variety of commitments.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I enthusiastically support the Mayor's goal and I believe that ANC 3F has a role to play in pushing for more housing for all incomes. Often ANCs are roadblocks to projects and are reactive but I think that 3F has taken some proactive stances with regards to the Comprehensive Plan and can do more moving forward. This includes weighing in on Inclusionary Zoning requirements and the density bonuses that are enabled through that program as well as pushing DHCD to be more proactive in our neighborhood. Ward 3 ANCs have long been hurdles for housing, including the Brooks short-term family shelter, and affirmatively acting to encourage the Office of Planning, Mayor's Office and DHCD to construct and buy more units of housing in our ANC is crucial to make that happen in a neighborhood and city that desperately needs it. More market rate housing can also help alleviate some of the burden of the housing crisis, strengthen our neighborhood retail and allow more residents to live in our wonderful neighborhood and city in a community that is welcoming of all races, religions and sexual/gender orientations.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes I believe that streateries and the increased space for those walking and cycling is an enormous good. I also think that further emphasis on shifting street space towards pick-up/drop-off is essential between taxis/ridehail and delivery services of all kinds. This can allow for more efficient movements and support more business through turnover of spots in particular. I'd love to see our public spaces reimagined to allow for more seating, places of play and sidewalk cafes to persist and expand on our thoroughfares.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Other than housing and transportation one of the most important issues in our neighborhood is runoff management and the upkeep of our parks and trails in the neighborhood. Reconstruction of sewers like that of Soapstone Creek, now under construction, and other green infrastructure improvements by DC Water are critical to the vitality of the neighborhood and the parks that surround ANC 3F. I would like to see continued pressure on DC Water to maintain their commitment to green infrastructure in the neighborhood as well as an expansion of retention areas such as bioretention areas that have proved to be controversial in some neighborhood in ANC 3G. I believe we must expand these solutions, encourage additional use of rain barrels/cisterns as well as an expansion of permeable pavement rather than expanding grey water tunnels as DC Water is now proposing.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am both compassionate and knowledgeable about the issues facing residents in ANC 3F and the wider District. We are at a major crossroads with proposed changes to development and transportation within the neighborhood and I will work to make sure that those changes benefit residents living here now and for those to come. I have a real understanding of how ANCs work, particularly important with only two commissioners returning, and relationships with many of the commissioners across the Ward that would allow for more cooperation on the issues and challenges facing us. I humbly ask for your vote and look forward to working for and with you.

- 8) What is your vision for the Connecticut Avenue corridor? How would you like to support Connecticut Avenue small businesses?**

My vision for the Connecticut Ave corridor is one that is an even more vibrant and transit oriented community. Land use changes that spur further mixed use growth around our Metro stations and bus lines as well as retail nodes can bring significant benefits to our neighborhoods and promote a more diverse community along one of the most important streets in the District. Increased density will help many of the small businesses maintain a strong enough customer base and a reimagined transportation corridor with protected bike lanes, as well as an increase in L2 bus service hopefully at some point and curb bump outs will hopefully attract more people and patrons to our network.

9) What is your opinion of bike lanes on Connecticut Avenue?

Protected bike lanes (PBL) are a key piece of a forward looking Connecticut Ave that is safer for all users and should be bundled with bus stop islands and signal priority that help speed service up. PBLs should also allow for sidewalk bump outs that make crossing Connecticut Avenue safer and more pleasant for everyone. These configurations would also get rid of the dangerous lane switching that is done at rush hour and must end to ensure the maximum safety of all road users on this corridor.

Monika Nemeth

ANC and Single Member District: 3F06

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Never
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

A major initiative in Ward 3 currently is the Connecticut Ave study. This study is looking at a number of issues with respect to Connecticut Ave. When I ran in for ANC 2018, I explicitly called for the elimination of the reversible lanes on Connecticut Ave. DDOT has now presented four possible plans for Connecticut. The option which I find to be the most attractive of the four is Option D which does keep a single reversible lane; however, it adds a two-way protected bike lane. By doing so, it does eliminate one lane of parking completely from Connecticut Ave. While none of the plans presented are final, I support this concept.

As DDOT works with the community groups and the ANCs along Connecticut Ave, I am very much looking forward to seeing what the final proposal will be.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I see it as having benefits as well as drawbacks. One of the things that I think is good about virtual meetings is the fact that they are more convenient and easily accessible. While we have never done a formal count of people attending ANC 3F meetings prior to COVID-19, there are definitely meetings now where the number of attendees substantially more than pre-COVID-19.

While the convenience of virtual meetings has seemingly increased participation by the public, the downside is that we lose some of that personal connection as Commissioners that we had with our constituents when we could meet face to face. It was routine for me to just chat with individuals before and after meetings. Human contact is important, and I think the thing that all of us miss above all during this pandemic.

Once the pandemic is over, and we are able to resume normal operations, I would like to see the ANCs be able to operate in a hybrid manner with respect to in-person and virtual meetings. I think it would be good if we could allow participation virtually by the public as well as by Commissioners when they are not able to be physically present.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I do support this initiative. Affordable housing is an issue that is a concern of mine, and I do believe that ANCs are able to play a role.

One thing which ANC 3F has done in this term is establish a Housing and Neighborhoods Committee which looks at affordable housing issues.

During the Comprehensive Plan review, I solicited community input and also proposed my own changes to the Future Land Use Map (FLUM) to increase density on lots in 3F and one in 3C to allow for increased housing which is an important step. That increase in density is essential when seeking to change zoning. An issue in much of Ward 3 is the low density. While I recognize that there are many who do not wish to see the character of the area change, the truth is that it will and must to accommodate a growing population. For that, over time we are going to have to build up and have taller buildings.

The ANC's role in this is to work with the community, so that the zoning can be properly adjusted as needed. In the end, the ANC does give its approval of any zoning change that is needed.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes, I do think these should continue. First, I do believe the sidewalk cafes and such add a certain charm to neighborhoods. These types of streetscapes are not uncommon in Europe. In talking to people, I do get the sense that the public likes much of it too. I believe we need to study these along with the DC Slow Streets to find what are the elements which really work well. There are lessons to be learned from this effort, and I think the best practices should continue once the pandemic ends.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Did not answer.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am finishing my first term as Commissioner. My fellow Commissioners saw fit to elect me as their Chair in 2019 after 7 months. I care deeply about my SMD and ANC, and I work hard to address the needs of my constituents.

- 8) What is your vision for the Connecticut Avenue corridor? How would you like to support Connecticut Avenue small businesses?**

I am very happy that Van Ness Main has had its area officially increased so that it now stretches up to Nebraska Ave. ANC 3F has supported small businesses by advocating for funding for Van Ness Main Street during the budget cycle and sending a resolution to DC Council supporting their funding requests.

I have worked with incoming new businesses to try to get any approvals and letters needed from the ANC as quickly as possible, so as to enable them to get started. I also work with DDOT and any other agency where I can in order to help businesses with services which they may need.

Finally, I have been working with with and pushing UDC very hard with respect to the vacant retail space along Connecticut Ave. Right now, the space in 4225, 4250, and 4350 sits vacant. UDC controls all of this retail space which is now vacant. I believe that it is important for that space to be occupied so that the Connecticut Ave. corridor becomes a destination for people.

9) What is your opinion of bike lanes on Connecticut Avenue?

Connecticut Ave. needs bike lanes. It is an artery that leads directly into downtown DC. Connecticut Ave. also has many large apartment buildings whose residents often do not even have cars. Bicycles and public transportation are essential for them.

Connecticut Ave. is also a dangerous thoroughfare. Excessive speeds are the norm, and at times it feels like a highway. As I indicated on a previous answer, I am very much in favor of a plan from DDOT which includes protected bike lanes. I believe that it is critical that any bikes lanes on Connecticut Ave. be protected.

Randy Speck

ANC and Single Member District: 3G03

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

It's always a balance between legitimate uses. Most recently, after considering all of the circumstances, I voted with our ANC to support installation of a bikeshare station despite the fact that it would remove parking spaces in the street. Similarly, we supported removal of parking spaces to ensure better sight lines for pedestrians and to ensure their safety.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

There have been many advantages to having our meetings on Zoom, most importantly, it permits more people to participate conveniently. Unfortunately, the expected increase in attendance at meetings has not yet occurred. We have not yet determined why more people have not attended, but we are examining the problem. After the pandemic, it would be ideal if we could have in-person meetings for those who want and online meetings to permit everyone to participate from their homes.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I agree with those housing goals, particularly as applied to Rock Creek West, Our ANC supported these objectives in its comments on the Comp Plan amendments, and we have created a housing work group as part of our Task Force on Racism to identify more specific ways to develop affordable housing in our neighborhood. We are particularly focused on ways to incorporate affordable housing into the new Chevy Chase Community Center and Library on Connecticut Avenue. We also expect affordable housing will also be an integral part of the Small Area Plan that we are developing with the Office of Planning.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes. This will be part of our review in connection with development of the Small Area Plan for the Chevy Chase Gateway.

- 6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The biggest issue is our vision for the Chevy Chase Gateway and how we can make it inviting for all, stimulate economic growth, and preserve the village center feel of that commercial and public space.

- 7) **In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I have spent almost eight years on the Commission, six as its Chair. I have experience working with District agencies and the Council to solve neighborhood problems and concerns. I am also committed to enhancing our community and making it more equitable and inclusive as we set out our vision for the Chevy Chase Gateway and for a thriving, vital neighborhood.

- 8) **Do you support continuing to add sidewalks to streets without them?**

Yes. Sidewalks are essential throughout the city. As more people are walking during the pandemic, it is apparent that sidewalks are needed everywhere. Sidewalks also help to build community by encouraging neighbors to get together.

- 9) **What is your opinion of bike lanes on Connecticut Avenue?**

I am on the advisory group helping DDOT to analyze the options for bike lanes on Connecticut Avenue as part of a comprehensive review of the current reversible lanes. Most of the options being considered include one or more bike lanes. We are assessing with DDOT which of those options will work best.

Stacy Beck

ANC and Single Member District: 3G04

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I would want to hear from all affected parties and see where we could find common ground. A great example was the way our ANC handled the recent installation of a Capital BikeShare station in our neighborhood. The ANC heard from the Farmer's Market vendors, the owner of Broad Branch Market and interested residents to determine the best location. When the first two proposed locations posed challenges to the vendors and BBM, ANC helped facilitate a visit between DDOT and BBM's owner and they found a new location together. The station was installed this week. I thought it was a perfect example of local government working to bring together interested parties and find a solution that worked for everyone.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I think there have been pros and cons. Meeting attendance at our ANC meetings has fallen, and this could be because online technology may be challenging for seniors, who are often play a disproportionate role in our ANC. But having the meetings online have made them more accessible for me and other working parents with young children. Once we can resume in-person meetings, I would like to see online live broadcast continue so that people can attend live or virtually.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I strongly support the need for more affordable housing in every Ward. I do not have a view on whether the precise number put forward by Mayor Bowser for our neighborhood is the exact right number, but I very much agree that Chevy Chase needs to do its part. Right now, our ANC has a Task Force on Racism, of which I'm a member, and we will be proposing specific recommendations with respect to affordable housing in the coming weeks. I also think that any additional housing that increases

the density in our neighborhood needs to be built with a plan for the educational and transportation infrastructure necessary to support new residents.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

In general, I think this is a positive development. But I think these need to be considered on a case-by-case basis, as they may not all be feasible to continue once people return to work in large numbers.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

My neighborhood includes Lafayette ES, the largest elementary school in the District, whose enrollment exceeds the school's capacity by more than 100 students. We need a plan from DCPS to address the overcrowding at Lafayette and at Deal Middle School, which is also bursting at the seams.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I have a proven track record of community service, particularly on issues specific to ANC SMD 3/4G-04. For example, I helped establish Lafayette Gives Back, the community service program at Lafayette Elementary School, and develop a sister school partnership between Lafayette and Takoma Education Campus (TEC). I currently serve on the ANC 3/4G Task Force on Racism, developing concrete actions our ANC can take to ensure that everyone feels welcome in our community. Finally, I have supported Chevy Chase's pursuit of a Main Street grant to help support our local retailers, and will continue to find ways to help our local businesses weather this challenging public health economic climate.

- 8) Do you support continuing to add sidewalks to streets without them?**

Absolutely. 100%

- 9) What is your opinion of bike lanes on Connecticut Avenue?**

Because of the public health, environmental, and economic benefits of biking, I am a supporter of developing more bike infrastructure. In theory, I support bike lanes on Connecticut Avenue, particularly if they are protected bike lanes with a curb or median to increase safety. However, I would want to hear from affected residents and businesses before taking a position on any specific proposal.

Michael Zeldin

ANC and Single Member District: 3G04

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Improving bus service and the safety of pedestrians and bicyclists should be DDOT's number one transportation priority. Providing efficient, safe, reliable, affordable, and environmentally-sound public transportation and reducing single passenger vehicle transportation is essential. I fully support dedicated bus lanes and bike lanes and reducing on-street parking to make this happen. I say this as a licensed bicycle racer who has been hit by cars more than once as I have tried to navigate our city streets.

One of the lessons that we have learned from the pandemic is that working remotely works. It is cheaper and, in some cases, even more efficient than spending hours on the road getting to and from work. To the extent that we can continue to reduce vehicular traffic, we reduce the need for on-street parking. This has the collateral benefit of reducing the harmful effects that driving vehicles has on our environment.

My approach would be to consider carefully the needs of everyone who will be affected; to encourage drivers to continue to work from home where possible; to incentivize commuters to take public transportation, to carpool, and to bike; to introduce dedicated bus lanes to reduce commute time; and to remove street parking wherever feasible. To do this, we need to ensure that public transportation is safe, affordable, efficient, and convenient, including by revisiting our bus and metro routes, schedules, and pricing structure. We need to consider providing free or more affordable parking at suburban metro stations, and we need to embed more Capital Bikeshare stations in residential neighborhoods to facilitate the use of bicycles either as the primary means of transportation to and from work or school or as a leg of transportation between home and public transportation. (The recent location of the Capital Bikeshare station next to the Broad Branch Market is an example that should be replicated.)

The Connecticut Avenue corridor provides a golden opportunity for DDOT to begin this process. The ongoing Connecticut Avenue NW Reversible Lane Safety and Operations Study (<https://ddot.dc.gov/page/connecticut-avenue-nw-reversible-lane-safety-and-operations-study>) contains several concepts. Three include dedicated bike lanes and the removal of some on-street parking. It would be my recommendation to DDOT that it select Concept A with modifications. (Concept A keeps the reversible rush hour lanes, adds bike lanes, and removes parking on both

sides of the street.) Specifically, I would propose that the reversible lane be dedicated to public transportation (and, possibly, 3 or more person carpools) during peak hours. This design best prioritizes the safety of bicyclists and encourages commuters to bike, carpool or take the bus or metro by providing dedicated lanes for public transit. At the same time, it would reduce pollution. To this end, if elected, I would participate in Community Advisory Committee meetings and public meetings to advocate for the selection of my proposed modified Concept A.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

During my campaign, I have made it a point to walk every block and to speak to as many of the residents of our Single Member District (SMD), ANC Ward 3/4 G-04, as possible, about my candidacy and the issues that we face as a community. One thing that became clear to me early on is that, notwithstanding the potential that online ANC meetings provide to make the ANC's meetings more inclusive, accessible, and transparent, the very existence of the ANC itself is not well known (not to mention the content of the work it undertakes) . This is a tragedy. Fundamentally, the work of the ANC is how democracy is incubated. The less participation the worse it is for our community.

I believe that virtual ANC meetings should be - and can be - a plus for inclusion, accessibility, and transparency. Yet, most residents do not participate at all. This makes the way that meetings are held almost beside the point. The question really is how to better advertise the importance of participating in the ANC, and then, to determine how best to hold our meetings—in person, virtually, or through a combination of both.

If elected, I will do everything that I can to involve the residents of our SMD in the ANC. I will transform my website, MichaelZeldin.com, to a two-way communications vehicle for our SMD, and I will establish regular office hours so residents can speak with me and I can learn from them. I will hold townhall meetings - virtually until it is safe also to hold in-person meetings - to update our SMD residents and to engage in open discussions so that I can advocate effectively for all our interests. To facilitate contact among us, I will establish an SMD listserv or a phone/email directory. I also would like to expand our social media footprint to provide more points of access to the ANC.

Post pandemic, I favor a combination of brick and mortar and virtual meetings. In-person contact among our community residents allows people to get to know one another in ways that virtual meetings do not. The personal relationships that often develop lend themselves to consensus building and problem solving. I do understand, though, that in-person participation for many is not feasible. That is why I am a proponent of continuing to allow participation in all meetings virtually.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

The lack of affordable housing in DC is staggering and at crisis levels. As the District has grown and become more gentrified, it has become more difficult for longtime residents to stay in their communities and for low-income residents to move into newly thriving neighborhoods. The effect has been to exclude these residents from the District's rising prosperity. Low-income residents in the District are being displaced at some of the highest rates in the country. Studies have shown that the neighborhoods where children grow up shape their adult lives in many significant ways, including college attendance and incarceration rates. When low-income residents can live in high-opportunity neighborhoods and attend high-quality schools, they thrive, and the benefits continue throughout their lives. The Mayor's goal of 36,000 new housing units by 2025, 12,000 of them affordable, is a good start, but it may not be enough, or come soon enough, to address fully the severity of the housing crisis that we face.

Housing experts and incoming Ward 4 Councilmember Janeese Lewis George properly identify four major housing-related problems: (1) The thousands of people, including families, who temporarily or persistently are without homes; (2) the lack of sufficient affordable housing for people at the 30% Area Mean Income (AMI) level; (3) the lack of sufficient workforce housing for District and federal government workers, teachers, administrators, school staff, first responders, nurses, medical technicians, grocery workers, hospitality workers, and trades persons; and (4) the lack of sufficient market-rate housing for residents who can afford housing at reasonable market rates, as opposed to at inflated rates. I believe that housing, not only is a human right, but that housing also must be distributed fairly if we want to be an equitable city.

The ANC has been playing an important role in evaluating housing proposals and providing input to the City Council and the Mayor. This is evidenced by the work of the ANC 3/4G Task Force, which was convened to study proposed changes to the DC Comprehensive Plan.

<https://anc3g.org/wp-content/uploads/2020/02/ANC-Comprehensive-Plan-Task-Force-Report-1-31-2020-Final2.pdf>. I am committed to continuing to work with ANC 3/4G, the other ANCs, the Councilmembers, and the Mayor's office to ask the right questions, to provide meaningful input and suggestions, and to make sure that the solutions adequately address the crisis and are achievable. I will work closely with the residents of my Single Member District, ANC 3/4G-04, through individual and group discussions and virtual (and hopefully, at some point in-person) townhall meetings, to keep them informed, to listen to them, to learn from them, to seek to build consensus, and to achieve success.

I am encouraged by the draft report finding of the Housing Working Group of the Task Force on Racism

<https://anc3g.org/wp-content/uploads/2020/08/Housing-Working-Group-Report-Outline-draft-8-22-20.pdf>. Its work is ongoing, and the Task Force is expected to issue findings in the coming weeks.

Fundamental to the Task Force's work will be the identification of possible locations for affordable housing for those at or below the 30% and 60% AMI levels and for our workforce, and market-rate housing for our residents who can afford market rates, but not inflated rates. Each neighborhood in the District needs to find ways to accommodate new neighbors, especially by offering new affordable housing. In our area, the Chevy Chase Community Center/Library complex is under review as one location, but the plans have not been fully articulated nor socialized with the community. This is a priority. At the same time, other private and public properties need to be identified and evaluated for possible development.

I look forward to reviewing and evaluating the Task Force findings, including the possibility of including affordable housing in the new Chevy Chase Community/Library complex, to providing meaningful input and suggestions, and to offering achievable and meaningful solutions in ANC 3/4G.

Finally, it must be understood that rent control/stabilization is an important part of addressing the affordable housing crisis. Strong rent control laws help keep residents, including families, in affordable housing. The Reclaim Rent Control initiative (<http://reclaimrentcontrol.org/>) and the rent control work of the DC City Council's Committee on Housing and Neighborhood Revitalization are important parts of the solution.

5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?

Yes. I would continue adding sidewalk cafes, curbside table service, and streateries after the pandemic. Cities are at their best when people can walk, bicycle, congregate, engage in healthy recreational activities, and eat outdoors safely. I support the request of Ward 3 Councilmember Mary Cheh to make more public space available to pedestrians and bicyclists.

Open Streets DC, <https://godcgo.com/open-streets-dc/>, is an example of a local program that closes streets temporarily and offers open space to encourage physical activities and recreational opportunities for people of all ages and to foster community building and education. By all accounts, the 2019 Open Streets DC event on Georgia Avenue was a huge success. It resembled a large block party. Another Open Streets DC program is in the works.

Public outdoor space programs also have been introduced in cities like Seattle, New York City, San Francisco, and Burlington, VT -- all of which have closed portions of their commercial centers to vehicular traffic. We should seek to follow their example and learn from their experience.

I would urge DC to explore different approaches and proposals to provide additional temporary and permanent traffic-free outdoor space to pedestrians in DC. Residents and businesses that could be impacted by the plans should be included in the process to ensure their views and suggestions for making certain outdoor spaces available to the public are considered.

6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

We face many important issues: Infrastructure, public safety, economic development, education, environment, equality, and DC Statehood. These issues are all interrelated and part of what I consider the most important issue - the health and well-being of our community. Principal among them is education, especially given the presence of Lafayette Elementary School in our Single Member District.

I believe that equal opportunity to a quality education is a fundamental right which provides for equity in our society and that this foundational principle must be kept in the forefront as we address the educational issues and challenges that we face.

There are many educational issues that we need to prioritize and address. Three of the key issues pose significant challenges -- Two involve immediate pandemic-related challenges, and one poses a longer-term challenge to address the overcrowding at Lafayette.

Immediate Concerns: Virtual Learning and the Re-opening of Our Schools

Virtual Learning: We must assess how well our students are learning in the virtual environment, paying particular attention to students with special needs and others who are at risk. Developing granular assessment tools are critical. While some students are excelling, others are struggling to keep pace -- even students who previously have done well in the classroom. The pandemic has put a spotlight on the digital divide in DC and the country. Addressing and remediating this divide is a national imperative.

We must address the digital divide carefully, thoughtfully, and with empathy to ensure that the remediation plan meets the needs of all students -- at all grade levels, educational levels, and income levels -- and that the plan provides the resources, tools, and support that are essential for our teachers and children to succeed. This will require the involvement, input, and support of all stakeholders, including Ward 3 and Ward 4 Councilmembers' offices, DCPS, the District of Columbia State Board of Education, the Washington Teachers' Union, the Ward 3/4-Wilson Feeder Education Network, the Ward 3/4 ANC, parents, and students.

The Re-Opening of Our Schools: We need to determine when and how to re-open our schools safely. The DC Reopen Strong program speaks in broad terms of "Prioritizing safety by putting in place robust health and safety protocols for staff and students." But the details remain elusive. Our community must make sure that we have planned adequately for the safe return of our students, teachers, and staff.

The plan must:

- Take into account the health and safety of our students, faculty, and staff;
- provide consistency and predictability in school scheduling;
- allow for family choice of in-person and/or virtual learning;
- meet the needs of children with special needs and other at-risk children; and
- ensure equal access for all Lafayette children.

Issues that must be addressed include whether:

- Lafayette, Alice Deal Middle School, and Woodrow Wilson High School have enough money for safety supplies (e.g., masks, hand sanitizer);
- there are adequate staff resources and sufficient space (include remote open space for those who need it) for smaller classes and social distancing;
- teachers are fully vested in the plan;
- schools have sufficient resources and tools to support children who may need to make-up for educational time lost during the pandemic;
- safe transportation to and from school is available to our children, teachers, and staff;
- there is adequate nursing care on staff; and
- any school policies directly or indirectly present barriers to academic and social success.

EmpowerEd.org has articulated policies and set forth questions that provide a framework for assessing and answering these questions. This framework could provide a basis for discussion to help us reach consensus.

<https://www.weareempowered.org/recovery.html>;

https://docs.google.com/document/d/1Nprs99OEwM0oKQrNHGkC_mVS589tIHYYWPP6JJGANC/edit

Longer-Term Concern: Overcrowding

We need to address overcrowding at Lafayette Elementary School. Lafayette is projected to have 1,167 students in a building with a capacity for 805 students by 2027. And the seven closest elementary schools to Lafayette all will be over capacity by a combined total of 853 students. <https://ggwash.org/view/71802/can-dcps-survive-the-coming-enrollment-surge>

The Ward 3/4 ANC needs to engage with multiple stakeholders – including Ward 3 and Ward 4 Councilmembers’ offices, DCPS, the District of Columbia State Board of Education, the Washington Teachers’ Union, the Ward 3/4-Wilson Feeder Education Network, parents, and students – to develop an effective plan that will reduce overcrowding, while at the same time, maintain the high level of education that we are accustomed to in Chevy Chase. The plan must continue to provide pre-K education, which is critical. We also need to ensure that the plan provides equal access to education and opportunity for all.

There are no simple solutions to the mismatch between school capacity and demand. We know, though, that to solve the problem of overcrowding, we must add more student seats and classrooms and that the physical space limitations at Lafayette provide few options. (One possibility that could be considered would be to preserve a virtual option for those who are unwilling to attend school before school children are vaccinated. This option likely would require more teachers, emergency funding, and well-developed assessment tools.) While the ANC does not have direct control over education policy, the ANC should and can be a strong advocate for positive change, including:

- Encouraging the Mayor’s office to convert the newly acquired Georgetown Day School campus into a lower/middle school;
- re-acquiring the old Hardy School building (currently leased to the Lab School) and converting it into an elementary school; and
- if the Episcopal School would be willing to sell its campus, acquiring it as a lower/middle school and, perhaps, using it to provide pre-K3 and pre-K4 options.

As the son of a teacher, the father of a teacher, and a former teacher myself, I intend to be a strong and unwavering advocate for the parents, teachers, and students in our school community and a proponent of equal opportunity to a quality education for all children in the District.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

I have lived in DC for 50 years and on Tennyson Street for over 30 years, and I have been involved in local politics for decades.

I have the experience, skills, and compassion to be an effective ANC Commissioner, and I know how to get things done - to build consensus and to advocate for our collective community interests.

I have worked with current DC Council members and our local agencies, and I have excellent relations with the Mayor's office, which will enable me to work with government leaders to address the needs of our Single Member District.

Having just retired, I will work full time to address all the critical issues facing our Single Member District: Infrastructure, public safety, economic development, education, environment, and equality.

8) Do you support continuing to add sidewalks to streets without them?

Yes. I support continuing to add sidewalks to streets where they do not exist to the maximum extent possible to keep pedestrians safe. (I also support the timely repair of sidewalks, curbs, and crosswalks to reduce the risk of unnecessary injuries.) Sidewalks are especially important in areas where seniors, people with disabilities, school children, and toddlers walk, run, ride scooters, or bicycle, and they are more important now that more people are exercising and socializing outdoors because of the pandemic.

I fully appreciate that, in some residential areas, new sidewalks are very controversial. In some cases, homeowners believe that their property line should extend to the street, that sidewalks could reduce the value of their property, or that sidewalks would intrude on their privacy; in other cases, the installation of sidewalks could require the removal of trees or plants; and in still others, residents fear that sidewalks could increase unwanted pedestrian traffic and litter. While I do believe that exceptions should be made in certain limited cases for good reasons, for example, if installing a sidewalk would threaten an old growth tree or cause environmental degradation, I also believe that, absent a strong countervailing reason, the norm should be in favor of installing sidewalks to ensure the safety of our community.

9) What is your opinion of bike lanes on Connecticut Avenue?

I favor bike lanes on both sides of Connecticut Avenue. I also favor the expansion of bike lanes throughout the District.

This is an issue that is close to my heart. As a licensed bicycle racer who rides for the local racing team DC Velo, I am frequently on my bike. No matter how careful I try to be, though, I have been hit by cars as I have tried to navigate busy streets. In one case, I suffered serious injuries, including eight broken ribs, and I was hospitalized for several days. It took nearly 10 months for me to recover fully and get back on my bike.

To ensure safety, it is especially important that streets provide protective barriers between car and bike lanes. Merely painting lines on the pavement of a roadway indicating a bike lane without installing a barrier to prevent cars from drifting into the lane, or making a right turn across the bike lane, provides limited protection for cyclists. On higher-speed streets that pose a more significant risk separated and elevated cycle tracks (usually the same height as the sidewalk) provide a safer ride than painted lanes. As DC moves to become a more bike-friendly city, it should study and consider these types of bike lanes.

The model for bike safety is Amsterdam.

<https://www.bloomberg.com/news/articles/2017-10-31/5-reasons-why-amsterdam-works-so-well-for-bikes>. The Amsterdam approach should be evaluated and, to the extent possible, adopted here in DC.

Connie K. N. Chang

ANC and Single Member District: 3G05

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I would speak to the residents and/or businesses owners of the affected blocks to communicate how this situation came about; gain a better understanding of how removing on-street parking would affect them; ask for their ideas for how they could overcome this hardship and how they think I could help; and do what I can to provide a measure of relief.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I believe online ANC 3/4G meetings have been a plus for working families who are juggling childcare, dinner, and commitment to community, assuming that one has adequate WIFI, access to a laptop or smartphone, and a quiet place to participate. It has also been a positive development for the summer when families are traveling and would like to tune in from wherever they are. And, for those who are unable to make it, ANC 3/4G posts videos of the Zoom meetings without delay as it has been doing for in-person meetings pre-COVID for the past few years.

Although each ANC Commissioner introduces himself/herself at the beginning of the call and are visible to all attendees, attendees do not appear onscreen and are muted unless they are guest speakers to ensure that the meeting will not be unduly disrupted and can be managed. This, of course, affects transparency in this particular way, but I don't see how it can really be helped given valid concerns based on news stories of such disruptions.

If ANC meetings continue to be conducted online, I would like for attendees to be encouraged to use the "chat" function to introduce themselves (name and street where they live) at the start of the meeting and whenever they join. I also would like for there to be a more formal registration process so that an attendee list can be generated and posted on the ANC website afterwards. I believe it is important for our citizens to know who is present at the meetings and I believe introductions of who we are encourages greater civility and more productive meetings. If ANC meetings are able to be held in person, all attendees should be actively encouraged to sign in (perhaps easiest if it can be done electronically onsite) and for this information to be posted afterwards.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support Mayor Bowser's affordable housing initiative. I am a member of ANC 3/4G's Task Force on Racism and a member of the Housing Work Group. Since mid-July, the Housing Work Group has held weekly virtual calls where we have discussed how our ANC can address affordability challenges and how we can do our part to meet the Mayor's goals. We are working hard to prepare a report with our recommendations to be delivered to the ANC in October.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes, I support this change. I believe these new ways of using our public space create a warmer, more vibrant, and healthier neighborhood that benefits local establishments as well as patrons. It makes driving and parking more difficult for sure, but if more neighborhoods go in this direction, then fewer of us will need to drive and park. I am concerned about pest control and safety with tighter spaces, but I believe these can all be worked out.

- 6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Did not answer.

- 7) **In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

We have an opportunity to reimagine and reshape our neighborhood for decades to come and I want to be at the table doing my part. I seek to build bridges, keep my eyes on the big picture, and get the details right. I will bring to the ANC a dedication to public service, strong coalition building skills, and experience in public-private partnerships. I will learn what I do not know and communicate what I do. With my fellow ANC Commissioners and neighbors, I look forward to "Building Better Together ... Do Better | Be Better | Live Better."

- 8) **Do you support continuing to add sidewalks to streets without them?**

I support adding sidewalks to streets without them, especially streets that are close to a public school where kids are biking, walking or being driven to school. It is dangerous for our children and our elderly to walk in the street dodging moving vehicles, stepping onto the street where there suddenly is no sidewalk, or maneuvering a wheelchair or stroller over uneven terrain. We live in a city and cities have sidewalks and curbs. For streets where traffic is slow or sparse, it may not be necessary, but for the most part in a city, sidewalks and curbs add a layer of security for pedestrians, especially the elderly who may be hard of hearing and children who may not pay as close attention to oncoming traffic. It is also the case that for drivers, it's a relief not to worry about pedestrians being on the road.

- 9) **What is your opinion of bike lanes on Connecticut Avenue?**

I support bike lanes on Connecticut Avenue to provide greater safety to riders, encourage more people to bike, and help reduce carbon emissions. I am concerned that adding bike lanes will snarl up traffic by reducing space for vehicles along Connecticut Avenue, which is already congested, but this concern may be outweighed by the benefits to our city and especially the residents who live along the Connecticut Avenue corridor.

I commuted to Gaithersburg, Maryland from Northwest DC for ten years, and from upper Northwest DC to downtown for three years. I understand how frustrating it is to commute by car and by bus and metro when you are rushing to get to work on time or to get home to pick up your children on time. Over the years, I have also witnessed near misses between cars and cyclists who do not have a dedicated lane for safety.

One thing the pandemic has taught us is that we are able to change our routines and make necessary adjustments to overcome challenges before us, and adding bike lanes to Connecticut Avenue will be no different.

Chris Fromboluti

ANC and Single Member District: 3G07

1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

It depends on the situation.

3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

It would be nice to be able to do both at the same time, but I don't know how to do this.

4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support the initiative. Our ANC is proposing affordable housing in the commercial district on upper Connecticut Avenue.

5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

It depends on the situation.

6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Forming a new Main Street for Connecticut Avenue in Chevy Chase. I support this.

7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?

Since 5 of the 7 Commissioners will be in their first term In 2021 my 12 years of experience will be very useful. Also being an architect I am very interested in the physical environment so I get involved with most development oriented issues.

8) Do you support continuing to add sidewalks to streets without them?

Absolutely.

9) What is your opinion of bike lanes on Connecticut Avenue?

Neutral. Only in favor if there is a way to allow this without creating traffic gridlock.