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2018 Greater Greater Washington ANC Candidate Questionnaire
Ward 2 Responses

First Name	Last Name	ANC	ANC/SMD
Kishan	Putta	2E	2 E01
Ed	Solomon	2E	2 E01
Anna	Landre	2E	2 E04
Lisa	Palmer	2E	2 E05
Jim	Wilcox	2E	2 E06
Elizabeth	Miller	2E	2 E07
Patrick	Kennedy	2A	2A01
Trupti	Patel	2A	2A03
William	Smith	2A	2A04
Daniel	Warwick	2B	2B02
LUCKY	BARBIERI	2B	2B03
Nick	DelleDonne	2B	2B04
Aaron	Landry	2B	2B04
Beverly	Schwartz	2B	2B08
Michael	Shankle	2C	2C01
John	Tinpe	2C	2C01
Rick	Guinee	2D	2D02
Tom	Alexander	2F	2F03
John	Fanning	2F	2F04
Ron	Rubin	2F	2F05
Ian	Simon	2F	2F06
Janice	Ferebee	2F	2F08
Kevin	Wenzel	2F	2F08

Name: **Kishan Putta**

ANC and Single Member District: **2 E01**

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

I'm honored that the Washington Post has called me "a major force pushing city transportation officials" https://www.washingtonpost.com/blogs/mike-debonis/wp/2014/06/06/charles-matthew-hudson-wont-look-at-large-d-c-council-seat-kishan-putta-will/?utm_term=.c35e79c30aa3 I've long supported new transit options for residents and I will continue to do so if elected again. Before moving to Burleith, I served as an ANC Commissioner in Dupont Circle. I've supported bikeshare since 2007 and was a member of SmartBikeDC - the predecessor to CapitalBikeshare. I recently successfully advocated for to get Burleith's first-ever bikeshare station installed this fall: <https://georgetownmetropolitan.com/2018/09/05/some-bikeshare-news/#more-22543> The dockless bikes were more numerous in past months and most riders park them safely -- but some do not. The dockless bikes are larger than scooters and are sometimes parked unsafely. I support DDOTs regulation that they must be locked to poles. Scooters are low profile and usually are parked safely. They are very popular but I want DDOT to push the companies to do more to ensure safety. I appreciate that at least one company reminds riders to park safely before ending the ride on the app -- and to take a photo. All companies need to do that and more. We can also consider encouraging good behavior with incentives like ride credit for tweeting photos of safe parking. When I was an ANC commissioner, I was the Public Safety Chair and held a Street Safety Summit. Councilmember Evans spoke as did DDOT and the Metropolitan Police Department. The police said that while riding on sidewalks is legal, riding dangerously is not legal and should be penalized. Sidewalks should be safe for pedestrians - they shouldn't have to worry about being hit by riders speeding by them - and collisions are much more likely when speed is involved. Police also said that it is very hard to enforce without much greater resources and they have to prioritize scarce resources. So, I would prefer to start with more promotion and encouragement of safe riding. I would support a DC ad campaign to encourage safer riding and parking. Improving street safety with more protective planning would also encourage riders to stay on the street and off the sidewalks. If there are still major problems, we can revisit the legal remedies, but I believe we should try to implement these and other safety improvements first.

As a general matter, how do envision the ANC shouldering its fair share of the city's growth? For example, would you support adding accessory dwelling units on alleys (note that a special exception is required for ADUs in the R-20 zone)?

Before moving to Burleith, I served as an ANC Commissioner in my old neighborhood (Dupont Circle) and supported a balanced approach on zoning and on Accessory Dwelling Units. I believe that ADUs can help seniors stay in their homes and help families find affordable housing options. However, this needs to be balanced by neighbors concerns too. The Burleith Citizens Association has been doing great work on this and I would continue to work with them on this. I want to help neighbors get their voices heard because the government should always hear from all sides. One idea I have after talking with neighbors is: It seems that Regulators prioritize the views of immediate neighbors. But sometimes neither immediate neighbor is an owner. Perhaps some tweaks should be made to account for this. Also, I have heard from residents that the zoning rules are confusing and should be simplified. I strongly agree that we need to provide a way to make the rules that are so important to the lives of our neighbors to be less confusing. I will push the agencies to have more community outreach resources - perhaps online/phone trainings or easy to follow videos. Testifying on zoning issues should also be easier. Many people cannot get to the hearings and wait to testify without great trouble. I've heard from neighbors (including working parents) that they have waited hours only to be told to come back. I would support efforts to be able to participate by phone or by videoconference.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

I'm honored that, in 2017, the pro-transit group TransitCenter wrote an article about my transit work in DC and said that "Kishan's... community organizing gave voice to thousands of frustrated riders" and "Due in large part to Kishan's persistence, riders began to see meaningful improvements." <https://transitcenter.org/2017/05/22/all-transportation-is-hyper-local/> Before moving to Burleith, I served as an ANC Commissioner in my old neighborhood (Dupont Circle) and have strongly supported better public transit for many years. I spearheaded the community efforts to improve transit on what was DC's most congested bus corridor -- 16th Street NW. Things have really improved and we also pushed DDOT to reinstate a rush-hour dedicated bus lane. DDOT has agreed and we are moving toward that in the next year. But it was not easy. I worked with Greater Greater Washington and other transit advocates. We practiced "polite persistence" - we didn't give up. I organized community meetings with WMATA and with DDOT, I testified repeatedly before the DC Council and the WMATA board. I showed up at mayoral candidate forums and asked candidates their position and for their support. We slowly but surely secured publicly-stated support from a majority of the council - and we got results! Georgetown is a cultural and historical highlight of our city. I want Georgetown to have more public transit options. I would prefer to try dedicated bus lanes along the proposed route. Bus lanes are not permanent/costly infrastructure changes and can be removed easily. Whatever is decided, I would like DDOT to do advanced and extensive traffic simulations and much more community outreach at every step. I look forward to working on

this if elected and will call upon my extensive transportation advocacy experience with DDOT and the DC Council.

What is your stance on the possible historic designation for Burleith?

Before moving to Burleith, I served as an ANC Commissioner in my old neighborhood (Dupont Circle) and reviewed many preservation issues with proposed changes to homes that would go before the Historic Preservation Review Board. I loved the old history of Dupont Circle and the architecture. But I also saw how much trouble homeowners were having. I do understand why many neighbors support historic designation. After attending meetings and after having many conversations about this with neighbors and with the Burleith Citizens Association (I served on the board), I voted against it (the recent results of our neighborhood survey were 76% against, 24% for). But I really do want to help neighbors who are concerned about how some developers excessively push for special exceptions. I want to help neighbors get their voices heard because the government should always hear from all sides. I have heard from residents that the zoning rules are confusing and should be simplified. I strongly agree that we need to provide a way to make the rules that are so important to the lives of our neighbors to be less confusing. I will push the agencies to have more community outreach resources - perhaps online/phone trainings or easy to follow videos. Testifying on zoning issues should also be easier. For many people it's very hard to get to the hearings and sit waiting to testify. I've heard from neighbors (including working parents) that they have waited hours only to be told to come back. I would support efforts to be able to participate by phone or by videoconference. Lastly, I can't promise that every resident will agree with me on everything. But, I do promise to always care about them and to be compassionate. My wife and I moved to Burleith to raise our family. We love our neighbors - we all live within 5 blocks of each other and see each other often in the Dining Club, the Garden Club, the Citizens Association, or just strolling! In Burleith, most residents agree that this HD issue was much more divisive than it should have been. With local conflicts, I try to work very hard to try to not only keep my cool, but also to calm down any tensions before they boil over. I believe in speaking directly with people, not just doing mass emails that can be misunderstood -- I try to call or meet in person to really understand each other -- it does wonders for reminding everyone that ultimately we are all neighbors and need to live and work together -- and that if we see each others' perspective, we can work together to solve most problems with at least a compromise if not a consensus. I promise to work hard with neighbors and with the Burleith Citizens Association to help our community move forward together as cherished neighbors.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I have worked on these issues before. It's so important to see all sides of an issue, including this one. Before moving to Burleith, I served as an ANC Commissioner in my old neighborhood (Dupont Circle) and dealt with this issue often. As a commissioner, I liked to give residents plenty of notice to give their input. And if the DC government does not give enough notice, I

would ask for more time for community input. Transit is important but parking is also very important to some drivers and businesses. Therefore, the pros and cons must be weighed. For example, on 16th Street, a major transit and driving corridor, DDOT wanted to expand the hours of rush-hour parking restrictions. We let residents know with emails, posters, social media and articles. After explaining that it would help get more people to work faster, the overwhelming majority of residents, even the drivers, agreed to try the changes and then agreed that it was a good idea.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I am very committed to safer streets and Vision Zero. I am honored that my earlier ANC advocacy for protected bike lanes on 15th St NW was featured by the League of American Bicyclists in their 2015 report The "Advocacy Advance: "How Communities are Paying to Maintain Trails, Bike Lanes, and Sidewalks."

See Page 15:

https://www.recpro.org/assets/Library/Trails/how_communities_pay_bike_infra_maintenance.pdf

More recently, I've also supported protected bike lanes on K/Water Street NW, 6th Street NW, Pennsylvania Ave, L Street NW, M Street NW, including extending the bike lane westward on M Street. I've also supported safer sidewalks in several locations citywide.

I was the Public Safety Chair of ANC2B before I moved to Burleith and worked hard to make our streets safer for walkers, drivers, and bikers. I held a Street Safety Summit with Councilmember Evans, DDOT, and the police leaders. I would do that again if elected again - to better understand where the residents feel unsafe and to come up solutions. And I would then follow up to make sure the government moved forward on their proposals. I don't believe in meeting/talking just to meet and talk - I want to see results and so do the residents. I have lots of experience getting results on street safety. I know how to get things done in DC. I've testified on behalf of my community over 20 times. I don't give up. I use "polite persistence" - I call, email, text, tweet, and show up in person until we get results.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Before moving to Burleith, I served as an ANC Commissioner in my old neighborhood (Dupont Circle) and have long supported making housing more affordable through many different avenues. As discussed above, ADUs are one avenue - but neighbors' concerns must always be balanced. I can't promise that every resident will agree with me on everything. But, I do promise to always care about them and to be compassionate. We all live blocks from each other and see each other often. With local conflicts, I try to work very hard to try to not only keep my cool, but also to calm down the tensions before they boil over. I believe in speaking directly with people, not just doing mass emails that can be misunderstood -- I try to call or

meet in person to really understand each other - it does wonders for reminding everyone that ultimately we are all neighbors and need to live and work together - and that if we see each others' perspective, we can work together to solve most problems with at least a compromise if not a consensus.

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

Some neighbors say they feel powerless to address developers excessively pushing for special exceptions. I want to help them get their voices heard because the government should always hear from all sides. I really do want to help neighbors who are concerned about how some developers excessively push for special exceptions. I want to help neighbors get their voices heard because the government should always hear from all sides. I have heard from residents that the zoning rules are confusing and should be simplified. I strongly agree that we need to provide a way to make the rules that are so important to the lives of our neighbors to be less confusing. I will push the agencies to have more community outreach resources - perhaps online/phone trainings or easy to follow videos. Testifying on zoning issues should also be easier. Many people cannot get to the hearings and wait to testify without great trouble. I've heard from neighbors (including working parents) that they have waited hours only to be told to come back. I would support efforts to be able to participate by phone or by videoconference.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I'm honored that the Washington Post has cited my effectiveness - writing in 2014 that "Kishan Putta, who has served one term on the Dupont Circle advisory neighborhood commission has racked up some notable accomplishments in that short time," I not only have experience and know how to solve problems, but I am proactive. I ask neighbors what they think we need and then I work to get it done. I know how to get things done in DC. I've served as an ANC Commissioner and got results on parks, affordable childcare, transportation, public safety, and more. I've worked for DC Government for 5 years helping residents get health care coverage through DC Health Link. I've testified before the DC Council on behalf of my community over 20 times. I don't give up. I use "polite persistence" - I call, email, text, tweet, and show up in person until we get results.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

We live in a great city. But for all its cosmopolitan attributes, the District is actually a pretty small city by population and by size. That's why a lot of people love it - including me. I have worked for DC government citywide for over 5 years trying to help people of all incomes and ages to get health insurance coverage through DC Health Link. I'm proud that we have cut DC's

uninsured rate in half - to virtually the lowest in the nation! I believe that most DC residents are probably interconnected by just 3 degrees of separation. And I believe that improving people's lives in any part of the city can have positive impacts on other areas. In situations like these, I would work to help residents understand the pros and cons fully. For example, on 16th Street, a major transit and driving corridor, DDOT wanted to expand the hours of rush-hour parking restrictions. We let residents know with emails, posters, social media and articles. After explaining that it would help get more people to work faster, the overwhelming majority of residents, even the drivers, agreed to try the changes and then agreed that it was a good idea. If elected, I will hold monthly meetings or conference calls with my constituents to hear directly from them and to serve them better. I can't promise that every resident will agree with me on everything. But, I do promise to care and to be compassionate. We all live blocks from each other and see each other often. I believe in speaking directly with people, not just doing mass emails that can be misunderstood -- I try to call or meet in person to really understand each other - it does wonders for reminding everyone that ultimately we are all neighbors and need to live and work together - and that if we see each others' perspective, we can work together to solve most problems with at least a compromise if not a consensus. I promise to work hard with neighbors and with the Burleith Citizens Association to help our community move forward together.

Name: *Ed Solomon*

ANC and Single Member District: *2 E01*

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

I support dockless bikes and scooters in the District of Columbia. There is a definite positive trend as noted by the increase of usage in our city. This mode of transportation is a low cost, efficient option for all residents. Along with this growth is the need for regulations to make sure the safety of our riders and pedestrians are met. Mingling bikes and scooters with pedestrians on sidewalks is a safety concern. I understand riders feel safer on a sidewalk if the street presents a hazard. Installing more bike lanes would help. Note: I supported a new bike lane on Water and K St in Georgetown. Having said this, making it illegal would discourage bike riding. I believe there is a compromise. Over time, with increased education about bike safety, especially on sidewalks, more bike lanes and common sense safety regulations, sidewalk usage would be reduced without making it illegal.

As a general matter, how do envision the ANC shouldering its fair share of the city's growth? For example, would you support adding accessory dwelling units on alleys (note that a special exception is required for ADUs in the R-20 zone)?

While an initial reading of the Zoning Code as requiring a special exception under Subtitle U § 253.4 for an ADU, a variance is required to achieve zoning relief. The 2016 zoning code remains new and can be confusing addressing the interaction of Subtitle U § 253.9 and Subtitle D § 1209.4. If the test is met for a requested variance, I would support adding ADU's on alleys. Each ANC should support affordable housing when and wherever a situation is presented.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

In a perfect world, I support the proposed K Street streetcar expansion to connect Union Station and Georgetown. However, having participated in the initial planning, as part of the Georgetown working group, I feel there are strong political, financial and infrastructure concerns that leads me to believe this project will not happen.

What is your stance on the possible historic designation for Burleith?

In a recent poll administered by the Burleith Citizens Association, there was an overwhelming rejection of the Historic Designation status for Burleith. As a resident of Burleith, I support this position.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I supported removal of approximate 42 parking spaces on K and Water Street to install a protected bike lane. Removing parking, east side Wisconsin Avenue between K and M St. would greatly improve the headway for the Georgetown Circulator.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

A few years ago, a young tourist was hit and killed by a car on Wisconsin Avenue near my place of business. I saw a resident, seriously injured in a cross walk by a speeding car at Wisconsin and P. My best friend, a Reserve MPD Officer, was killed by a car at the intersection of M and Wisconsin. These incidents have had a profound impact in addressing this issue. I'm advocating for new technology at crosswalks on Wisconsin Avenue. I have requested additional MPD traffic enforcement throughout ANC2E. I support the restoration of the Foundry Branch Trolley Trestle which would preserve a wonderful right of way for bikes. New sidewalk on Reservoir Road east and west of the French Embassy. New bicycle lane starting at 28th St on M St to continue existing bike lane coming from the west. Requesting Traffic Control Officers at K and 30th and 31st Street to improve safety in cross walks and to improve traffic movement. Have DDOT install traffic calming infrastructure at the crosswalk at Reservoir Road and 36th St. Traffic approaches at speed. We have Duke Ellington School and Washington International School that abut this intersection.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

As many know Georgetown is designated historic and therefore limits the development of new housing options that the rest of the city is experiencing however there are a few housing projects later to finish up on the coming year and I will continue to work with the developers to ensure we are doing our part to support the need for affordable housing in the city. Lending our support in testifying before City Council to contribute adequate funding. The FY2019 dc Budget fails to substantially expand access to deeply affordable housing.

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

Parking including visitor parking passes has been and will be one of the most controversial issues in my community. One side of street parking reserved for Zone 2 residents and shrinking the zone are positions to be considered. I do not support one side resident parking or shrinking the zone. Many residents want a visitor parking pass. Others concerned this will impact the

availability of parking. 540 households in Burleith. This would mean an additional 540 passes. With Georgetown University and Medstar as neighbors, many are concerned these passes would be abused. I do not support individual passes

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I was encouraged by many of my constituents to run for another term . There are a number of issues that will need ANC support in the coming months. These would include parking, bike lanes, small cells and addressing safety and crime issues and airplane noise of which I'm the President of the DC Fair Skies Coalition. Neighbors expressed the need for my perspective and institutional knowledge on these matters. My vision to improve the business community economic vitality. Continue to improve the qaulity of life by working with the Georgetown Community Partnership (Board Member), civic associations and Georgetown Business Improvement District (on Ex. Board)

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

More bike lanes. Although there has been push back in my community, for the greater good, this is the trend of the future.

Name: **Anna Landre**

ANC and Single Member District: **2 E04**

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

I support the use of dockless bikes and scooters as a solution to DC's notorious traffic problem and to reduce air pollution. However, I believe the use of these vehicles needs to be more heavily regulated, especially in their docking locations. Too often, dockless bikes and scooters are left in the middle of sidewalks, blocking pedestrian walkways and creating traffic hazards. Cyclists should be prevented from riding on sidewalks in Ward 2 to ensure the safety of pedestrians.

As a general matter, how do envision the ANC shouldering its fair share of the city's growth? For example, would you support adding accessory dwelling units on alleys (note that a special exception is required for ADUs in the R-20 zone)?

In Georgetown, it is important to maintain the historical integrity of residential homes and other buildings. The addition of ADUs has the potential to jeopardize the character of this district and is little more than a band-aid for DC's affordable housing problem. I'm in favor of smarter, longer-term solutions to address affordable housing and homelessness in DC.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

I am interested in the potential of the proposed K Street streetcar to reduce traffic congestion in Georgetown and DC as a whole. Students in my district are in favor of increased public transportation so they have an affordable option to travel from Georgetown into the greater DC area for internships, jobs, and other such educational endeavors. If done right, the proposed streetcar can better the community for Georgetown residents and businesses.

What is your stance on the possible historic designation for Burleith?

As I am not a resident of Burleith myself, I support the perspectives and choices of those living in the community on the issue of historic preservation. The recent survey conducted by the BCA board revealed that a majority of residents oppose historic designation, so I respect that decision by the residents and will continue to do so unless evidence to the contrary comes to my attention.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I am generally in favor of public transportation both to reduce traffic congestion and air pollution. However, in order to gain my support, any removal of on-street parking would need to include the protection of the parking privileges of Georgetown residents so that they can conveniently travel as well.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

In West Georgetown, there is no safe bike route going in the east/west direction, so this is an option for a bike lane which I'd like to explore. Additionally, many of Georgetown's cobblestone sidewalks have become uneven and could pose a danger to pedestrians, so reconstructing or replacing those problematic areas is critical to maintaining the community.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

As my district is home to many Georgetown University students who already incur large costs through their tuition, affordable housing is extremely important. Because of Ward 2's many historic areas, our community is more suited to preservation rather than new construction of affordable housing, which should be explored in conjunction with the wider DC government. Additionally, Georgetown should work to be an advocate of Inclusionary Zoning policies for the wider District, ensuring that developers have to contribute their fair share of affordable units.

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

Our neighborhood is unique in that it is home to a large population of longtime residents as well as Georgetown University students. Though this may be cause for friction at times, I'm a firm believer that our community is stronger when both groups unite and work together. If elected, throughout my term I plan to do my utmost to foment a productive and friendly relationship between students and other neighborhood residents.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

My SMD encompasses much of the Georgetown University campus, and as a Georgetown student I'm familiar with the unique needs and concerns of my potential constituents. I've been involved in University Master Planning and long-term infrastructure development, and I hope to leverage this knowledge in order to help our community grow and thrive for the future. In 2

years, I'd like to see tighter relations between students and the greater Georgetown community so that both groups can always feel at home here.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

In the long-run, we need to remember that what is good for the larger city is almost always good for our narrower communities. I'm fully committed to looking past short-term, narrowly held benefits to see the bigger picture for the District, especially because many of my constituents, as Georgetown students, end up living and working in the greater DC area post-graduation. As potential ANC representatives, we have a responsibility to our communities to look to their future. Each ANC is able to thrive when its counterparts in other communities do their jobs well and look to the broader interests of DC, and I will do the same.

Name: *Lisa Palmer*

ANC and Single Member District: *2 E05*

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

Expanding the various forms of transportation throughout the city is crucial in creating a more accessible city for all, as well as relieving vehicular traffic pressure throughout DC, particularly as the city's population continues to grow. In order to make transportation more accessible, we need to be thinking about affordable ways for folks across the city to connect with transportation options – dockless bikes and scooters can be part of that solution. However, in my own district, I frequently see dockless bikes and scooters parked in the middle of sidewalks making sidewalks all but impassable for pedestrians, parents pushing strollers and folks in wheelchairs. I've even, on occasion, seen these bikes and scooters discarded in the canal which winds through my district. While I support the proliferation of these forms of transportation, I'd like to continue to see: tight limits on the numbers of bikes and scooters across the city and better/more consistent rules and enforcement on parking the bikes and scooters so they are not a nuisance or danger to others in the community. I was pleased to see that within DDOT's extension of programming for dockless bikes and scooters there is a requirement that dockless bikes have a mechanism to lock to a bike rack or other post – this is a good first step. However, there currently exists no requirement that the bikes are properly parked or locked – only that the bikes have the mechanism to do so. In September, DDOT expects to offer a proposed rulemaking to provide a more comprehensive framework for this issue as well as others; I encourage DDOT to carefully consider parking requirements and enforcement as part of this rulemaking. Furthermore, as more people are biking and using forms of transportation other than cars and mass transit, I think it's critical that we ensure that the infrastructure to support such use be put in place to prevent injuries, or worse, and so that the District can avoid playing catch up on this issue later. I'm excited to be part of the future of transportation in the city and support the implementation of these opportunities in a thoughtful and considered manner, which matches up with the city's general planning goals. Regarding cycling and scooter riding on sidewalks – I support categorizing forms of transportation based on maximum speed, and developing rules and regulations based on these categories, to ensure that our sidewalks are safe for pedestrians and that users of electric bikes and scooters are likewise not putting themselves in danger as they navigate the narrow and oftentimes inconsistent cobblestone sidewalks in ANC2E. Earlier this year, I issued a resolution, which ANC2E supported, which states that motorized bikes and scooters should not be allowed on sidewalks. I tend to be data driven when making decisions; while I've seen data on usage injuries from these types of transportation modalities in other cities, I'd like to review similar data in Ward 2 before making a decision on non motorized bikes and scooters on Ward 2 sidewalks.

As a general matter, how do envision the ANC shouldering its fair share of the city's growth? For example, would you support adding accessory dwelling units on alleys (note that a special exception is required for ADUs in the R-20 zone)?

Most of the alleys where this would be possible, given the space necessary to accomplish this, are zoned R-20 and thus would require special exceptions by the Zoning Board. Furthermore, the Old Georgetown Board employs strict considerations related to altering the historic fabric of Georgetown as it is a federally mandated historic district. Georgetown's federal historic status continues to offer few chances for adding housing and/or modifying existing edifices. However, I would be supportive of considering specific opportunities on a case by case basis, particularly in those areas outside of the R-20 zone.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

My constituents share time and time again that they are not in favor of this expansion, and I agree. There exist daily significant issues along K and Water Street that make navigating this stretch under the Whitehurst extremely frustrating and oftentimes dangerous, including issues related to the confluence of parking, vehicular traffic, high bicycle traffic, significant pedestrian activity, deliveries, etc. Furthermore, the area south of M Street is considerably more densely residential than people tend to believe – some estimates put the number of residents in the area well over 1,500 people between 29th Street and 34th Street south of M, most of whom do not support the streetcar adding to the traffic issues on the street in front of their homes. Affordable transportation options have significantly expanded since the streetcar to Georgetown was first contemplated – rideshare, bikeshare, dockless bikes and scooters and soon to be autonomous cars – imagine what might be next! I agree with Councilmembers Mendelson and Evans – there are better ways to spend billions of dollars than on a project that has yet to be proven. Lets use this money to improve our metro!

What is your stance on the possible historic designation for Burleith?

I believe that historic designation status is something that should be agreed to by those who live inside the community at question, and not something placed on a community by those outside. I also do not believe that historic designation status should be used as a way to circumvent zoning issues, generally. As such, I believe this is an issue that Burleith residents need to decide for themselves. The Burleith Citizens Association and Burleith's ANC Commissioner, Ed Solomon, have been working hard on this issue for their residents. I will follow their lead, as they follow the community's lead.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Georgetown continues to have a number of issues related to parking. There are more people living in Georgetown than there are parking spots. Furthermore, we have a thriving business community that needs parking to sustain its business. This past year I worked to support the installation of a new cycle track along K and Water Street and this did require the removal of some parking spots. However, this cycle track solved ten different specific issues for this corridor. The removal of parking spots to facilitate this installation was a difficult and highly controversial issue; I agreed that it was the right thing to do because the cycle track proved to be beneficial to a variety of users, including, most importantly, residents who live along the corridor. If this opportunity were to arise again elsewhere, I would be interested in understanding the pros and cons of the installation for all users of the roadway. Furthermore, I have supported the installation of bike racks throughout my district; however, when parking spots were removed, we worked hard to add back a spot elsewhere in the vicinity whenever possible, so that the availability of street parking in Georgetown did not become even more limited than it currently is.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

ANC2E is fortunate to boast a significant amount of infrastructure for bike lanes as well as well maintained sidewalks. At this time, it is difficult to imagine adding more bike lanes to our neighborhood. I would, however, very much like to see the markings on the existing lanes more clear and I also look forward to completing the cycle track along K and Water Street and working to make further adjustments to improve its efficiency and safety. Separately, I sponsored a resolution and have worked with DDOT to kickstart a circulation study for key areas in Georgetown in part to improve safety and better reach Vision Zero targets – topics for discussion include improved signage and crosswalks and potential addition of lights along K Street. In the meantime, I also sponsored a resolution requesting traffic control officers (TCOs) in these key areas, in part because TCO management can play a significant role in ensuring that our pedestrians are crossing the streets of Georgetown safely.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Significant challenges exist in ANC2E related to affordable housing. According to a 2017 NeighborhoodX study, the average listing price for a home in Georgetown was \$836/square foot, which was the top of the list of 17 neighborhoods included in the study. That said, the biggest range in prices was also in Georgetown – ranging from \$428/square foot to \$1,954/square foot. Furthermore, land is limited within Georgetown for new housing and the constraints from the Commission of Fine Arts for building new spaces are significant.

Nonetheless, developers who are building large new condominium projects should and do make contributions to affordable housing via grants to LISC DC and/or the DC Housing Production Trust Fund.

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

One of the biggest controversies that will soon hit our neighborhood is the implementation of green infrastructure in our community. The work will be extremely disruptive to residents and businesses alike. Furthermore, there is a real threat that the work will destroy a large part of the Georgetown Waterfront Park which community members have worked so hard to create and sustain. In July, I penned a letter, which a number of my colleagues signed on to, that shared our significant concern about the lack of a required Environmental Impact Study, the conclusions drawn via incomplete or at times seemingly incorrect modeled data, and a limited assessment of the impact which DC Water's plans for Water and K Street would have on residents, businesses and our treasured parkland, all located on the corridor. I look forward to working with DC Water to address the serious environmental issues which they seek to tackle but in a manner that is sensitive to those who will be impacted and is based on full factual assessments of the existing situation.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

By definition, the role of the ANC is to bring people closer to their government and the government closer to its people. This is the lens which I use to guide my work on the ANC. Since joining the ANC, I have increased communication with constituents, shared more about how our city agencies work and partnered with residents to bring their concerns to the forefront. In partnership with my constituents, I have negotiated and signed seven settlement agreements in an effort to create clear and reasonable guidelines for our restaurants and liquor stores, all the while ensuring that these businesses understand that Georgetown is open for new business with good neighbors. Furthermore, I have worked with National Park Service, US Park Police and Metropolitan Police Department on a variety of safety related issues. I have also worked closely with DDOT to ensure that our community's transportation concerns are recognized and acted upon. And I've worked with DPW, DOH and the BID to ensure that our neighborhood is clean and that best practices for rodent control are implemented. What I'm most proud of, though, is helping to further develop a sense of community in my district through my communications and outreach. I am so proud of the constituents who now participate in advocating for our community – from letters to the editor of our community newspaper to participating in our ANC meetings - many of whom had never been engaged in community building prior. I look forward to continuing to expand this in my second term, if elected.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

As I noted previously, the role of the ANC is to bring people closer to its government and the government closer to its people. As such, I work hard to represent my constituents' interests and ensure that their concerns are brought to the attention of our elected officials and the agencies which run our city. In my role, I also have access to a broader understanding of our city's goals and interests than many of my constituents might. I believe it is crucial that I not only listen actively to my constituents but that I also inform them of city-wide goals and initiatives and take the opportunity to discuss their importance, reiterating that our city is a shared resource. In this context, I have the ability and responsibility to help constituents better understand how we all can work together to help our city be its best, bridging community members' local interests to city wide goals, and oftentimes vice versa.

Name: *Jim Wilcox*

ANC and Single Member District: *2 E06*

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

I support dockless bikes and scooters, provided that public safety concerns and issues relating to them congesting public space are successfully resolved.

As a general matter, how do envision the ANC shouldering its fair share of the city's growth? For example, would you support adding accessory dwelling units on alleys (note that a special exception is required for ADUs in the R-20 zone)?

The bulk of ANC 2E is in Georgetown, which is more established and stable with regard to growth than some other neighborhoods across the city. I would support adding ADU's on alleys here on a case by case basis if the applicable legal requirements are met.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

I fully support it. However, I am concerned by reported problems encountered in completing the segment leading to Union Station and believe those need to be resolved.

What is your stance on the possible historic designation for Burleith?

I don't represent Burleith and am neutral. I understand that it is substantially a legal issue, and I haven't studied the merits.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I am generally reluctant to eliminate on-street parking but would consider doing so on a case by case basis.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Most of the streets in my SMD are relatively narrow. One concept that is likely to be considered is to convert some of them from two-way to one-way. I consider most of the sidewalks in my SMD already to be wide enough for pedestrians. But especially if some of the streets are converted to one way, that would create additional room for bike lanes.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

I understand that affordable housing was provided for a condo conversion project on R Street across from Montrose Park a few years ago, and our ANC should continue to shoulder its responsibilities. The developer of the West Heating Plant has also offered to make a contribution to affordable housing if and when that project is approved. The appropriate governmental bodies will presumably determine whether that contribution is adequate and appropriate.

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

There are numerous controversies in our neighborhood. The largest one that I am extensively involved with right now is the deployment of small cell technology. My position is that it should be done in a manner consistent with existing streetscapes and the nature of our historic district.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have a great deal of relevant community experience, having not only been an ANC Commissioner, but also an Officer of both the Citizens Association of Georgetown and the Georgetown Business Association. Further, I have found that properly handling the responsibilities of being a Commissioner in my SMD requires a very large commitment of time, which I have been in a position to make. Appearing at ANC public meetings is only the tip of the iceberg. My vision for our ANC is to preserve the historic qualities and lifestyle of Georgetown while successfully accommodating a rapidly changing world. Additionally, I believe that although we have some wonderful businesses in Georgetown, the overall mix needs to be enhanced in order to satisfy resident needs and be more competitive both in the age of Amazon and throughout the metropolitan area.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Our role as ANC Commissioners is limited. Therefore, we are not called upon to resolve such issues as income disparities across the city. Thus, I don't view what I advocate for as antithetical to the interests of the city as a whole. However, some of us have sought to involve constituencies outside of our ANC on issues of larger impact, such as the small cell program. I have also been very extensively involved with DC Water's Clean Rivers project, which is designed to clean up pollution in the Anacostia and Potomac Rivers, although it proposes to impose significant burdens on our ANC.

Name: *Elizabeth Miller*

ANC and Single Member District: *2 E07*

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

I am very interested in bringing alternate forms of transportation to Ward 2 which I believe will reduce congestion, relieve parking pressures and help air quality and the environment. I would like to see designated lanes for these alternate forms of transportation for the safety of everybody involved. It will take some planning and creativity and there will be hiccups, but I believe it is important to embrace the future of transportation and make it easier and safer for all.

As a general matter, how do envision the ANC shouldering its fair share of the city's growth? For example, would you support adding accessory dwelling units on alleys (note that a special exception is required for ADUs in the R-20 zone)?

I would like to take this on a case-by-case basis and have an open mind.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

This project is complicated and has therefore been putting into a 'holding pattern' of sorts. I would like to see how it re-emerges and while I strongly support increased public transportation options to Georgetown, we need to carefully study all proposals and make sure they are implemented with as much thought and consideration as possible.

What is your stance on the possible historic designation for Burleith?

In early September, the Burleith Citizens Association released the results of their survey of their residents which showed the majority clearly did not support the designation and it's my understanding the matter has been tabled.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I support improved bus transit and bike infrastructure and would like to work with the city, the residents, and other involved communities to come to some sort of thoughtful way to make this work.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I think we need to move slowly to incorporate bicycle/alternate transportation lanes into our community in a very significant way. I'd like to work with the business community, residents, the city and others to work on a long-term plan to address this issue.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Affordable housing in Georgetown is being addressed right in ANC2E07 with a building currently under construction that will house micro apartments. There are pro's and con's to this type of development, but I do support affordable house to increase a younger and more diverse group of people to our community.

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

[did not respond]

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I moved to Georgetown 20 years ago with my husband and immediately fell in love with the history, the architecture and the people. Georgetown is a vibrant and unique community within Washington. As ANC commissioner, I would like to work on safety, transportation and balancing historic character with modern needs. I look forward to working with businesses, the city, the residents, the university and others to keep Georgetown thriving.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

My focus and overall commitment is to Georgetown. I am open-minded and pragmatic and look for solutions when possible. I enjoy working with others and getting to a place where progress can be made and that will be my goal on the ANC.

Name: **Patrick Kennedy**

ANC and Single Member District: **2A01**

What will you do address homelessness in our neighborhood?

In recognition of the fact that ANC 2A probably contains the largest number of homeless individuals of any ANC in the District, I think it's vitally important that we think of these people as a key constituency with unique needs that should be addressed -- same as any other. That's why our commission has supported initiatives to find a warming center during the winter months close to Miriam's Kitchen -- a major service provider located in our community -- and supported a public restroom initiative that would encourage the creation of these facilities in a part of the neighborhood that lacks these facilities. Solutions like these recognize that while the social and economic problems that contribute to homelessness may be beyond the capacity of an ANC to fully address, that we can play a constructive role in public service delivery in a way that upholds the dignity of those residents while balancing impacts on larger community quality of life.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

I believe dockless bikes and scooters have tremendous promise, though I think regulatory decisions and the existence of a robust Capital Bikeshare system have probably foreclosed on the viability of non-electric bike/scooter options. Regardless, I think that the scooters and JUMP bikes that are left have tremendous promise as a means to allow people of all ages and physical conditions to make short trips in the urban core without utilizing space-inefficient automobiles. There are -- of course -- going to be those who park these dockless items carelessly or inconsiderately, but I think that undue focus on this detracts from the reality of our urban context where illegally parked or operated automobiles are a much more prevalent, serious public safety concern. Maintaining an open dialogue with the dockless operators, I'm confident that the reasonable concerns that skeptics have can be addressed satisfactorily. I am not in favor of extending the current ban on sidewalk riding to other locations. Sidewalk riding is a symptom of poor street infrastructure, and a reflection of the reality that people ride where they feel most comfortable. What's more, the boundaries of the current banned area are imprecise and illogical; perhaps the only saving grace is that it's never enforced. This entire discussion is a fig leaf relative to the real issue exposed by it: our complete inadequacy at following through on the creation of safe cycling infrastructure.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

I am in favor of it, have always been in favor of it, and have sponsored multiple ANC resolutions to that end. A streetcar in a 90% dedicated right-of-way, running east-west through the CBD

and urban core, on one of the widest arterials in the District is a slam-dunk, no-brainer. It will not only improve utilization of an existing asset (H Street stub line) and connect to a destination not presently served by premium rail transit (Georgetown), but is the best, most realistic way to achieve a substantial savings in travel time in order to serve the heavy, unmet demand for easy-west travel in the District. Unfortunately, those who are opposed to the streetcar have zero realistic ideas for what will replace it. A relief Metro line is decades away, if it happens in my lifetime. Our total inability to put bus lanes on even the most obvious corridors in anything less than an epoch's worth of time and never in anything but a half-assed state exposes what a complete mirage that "alternative" is (witness the diminution of the Columbia Pike streetcar down to a bunch of painted buses and fancy bus stops as an example of what this "alternative" becomes when exposed to the real world). The fact is, an enormous amount of work over a great many years has gone into the existing streetcar proposal -- which exists on life support. I fear that this project has already been effectively killed by feckless political leadership, incompetent project execution on the operating segment, and our penchant for wasting years' worth of time on studies...which have led this project's timeline directly into the Trump administration and imperiled the promise of federal funding. To me, the handling of this project is a microcosm of everything wrong with transportation planning in the District.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I think conversations like this are highly location-specific, so without generalizing too much I would say that there are numerous arterials in ANC 2A that could stand to lose a lane (either parking or travel) in order to facilitate bicycle or bus infrastructure improvements, and I've expressed support for that on certain corridors (Penn Ave, 20th Street, Virginia Ave) where a relevant project has come up. With the possible installation of a protected bike lane on 20th/21st/22nd Streets, for instance, I've advocated for the lane's installation on 20th Street because it has the widest ride-of-way, no residential parking, and is centrally-located in the corridor being studied. While I'm in favor of reducing parking if push comes to shove, I'm even more in favor of getting things done without courting intense opposition...because history has shown that DDOT is not resilient in the face of that pushback. So I think it does fall to ANCs and other stakeholders that have an interest in getting this type of stuff accomplished to scope out the situation on the front end, engage in consultations, exhibit a bit of foresight, and steer projects away from minefields if there's a viable way to do so without compromising their overall quality.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Virginia Avenue, 20th/21st Street, and Penn Ave absolutely need protected bike infrastructure. The east-west streets running through GW's campus could either use bike lanes, two-way conversion, or conversion to a shared streets model. The north-south streets on GW's campus

are sieves for Virginia commuter traffic which can be hazardous to cross on foot, so that should be addressed with signalized crossings at minimum. Finally, the intersection of 22nd and I Streets NW is missing a crosswalk on its east side; I've been working for years to get that remedied and believe that between DDOT and local stakeholders that a resolution is in sight.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

I think we can do a better job of pushing for enhanced affordability levels and increased supply of affordable units, but not as much as I would like given the lack of obvious residential redevelopment opportunities. Long-term, we can look at the reclamation of land around the overbuilt, underutilized urban freeways near the Watergate and the Kennedy Center as a means of building more housing -- including affordable housing stock -- but that is a major infrastructure undertaking. Short-term, then, I have pushed strongly for incentives to convert underutilized Class B and C office space in the community into affordable housing. There is persistent slack in the office market, but often a gap in economic incentives leads developers to pursue office redevelopment rather than residential conversion. To be sure, many conversions have already taken place in the community -- and where they haven't, not all buildings make for feasible conversion targets -- but I remain convinced that this is an underutilized source of potential housing stock that a concerted effort to restructure economic incentives could unlock. Aside from creating more affordable units, investment in conversions would also have the benefit of creating more mixed-use areas in the District, livening up areas currently dead in terms of street life at night and on the weekends.

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

Probably the residual feelings from GW Hospital's pursuit of a helipad for their facility. I ultimately led the ANC to a vote of support for this facility with conditions, and structured an agreement between the ANC and the Hospital to further address many of the quality-of-life concerns that residents had (and that many still do). I believe this is a worthwhile endeavor that will save lives, and that we've come to an arrangement that will minimize deleterious impacts on the community. The upside potential, however, in improving health outcomes is just too important for any other concern to rate seriously, however.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I think that my leadership -- having spent four years as the ANC's chair) -- has led the ANC to a good place and that as a body that we've been tremendously effective at advocating for our residents. We've managed to develop good working relationships with practically all key community stakeholders, including GW -- which historically has not had a great relationship with the ANC -- and we've also facilitated progress on development and public service delivery (new library & fire station, saved Stevens Elementary, saved and boosted Francis-Stevens). At

the same time, we have fought for our residents and come to be seen as credible, effective advocates when we push back on matters that would compromise the community's interest. I would put our track record of prosecuting zoning appeals (2-0), fighting in Council, working out PUD agreements with developers, and getting problematic ABRA-licensed establishments sanctioned and closed against any ANC in the District. On top of that, we're administratively well-run and have tripled our financial reserves since I first became chair -- demonstrating responsible stewardship of taxpayer resources. I think there's a lot to be said for fresh faces and new ideas; indeed, we're going to have a lot of turnover on the ANC going into next year and I would be the most senior commissioner come January. But I think, having started in this role as a GW student and served for six years while still being under the age of 30 puts me in a unique position where I can appreciate the perspectives of younger people and be open to new things while retaining a degree of institutional knowledge that's helpful in guiding the ANC moving forward.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I would, again, point to the helipad as an example of where the ANC led and made a tough call to advance something that plainly was of no real benefit to our neighborhood (our residents wouldn't be airlifted to the hospital down the street) but which could potentially mean the difference between life-and-death to critically injured folks being transported in from other parts of the District or the region. Nobody likes helicopter noise, and many are anxious about potential safety impacts, but after reviewing the available evidence and listening to all sides -- I thought we had a responsibility to lead on something that was going to benefit the District as a whole and I took responsibility for making it happen. I have no regrets about that choice, and I'm confident that when the helipad begins operation that not only will it prove to be a benefit to District residents, but that many of the worst fears about it will prove unfounded.

Name: Trupti Patel

ANC and Single Member District: 2A03

What will you do address homelessness in our neighborhood?

As I have spoken to many residents in the community the sentiment has been that we not criminalize homeless people for being in poverty but instead treat them with humanity and dignity. Homeless individuals are viewed as the most vulnerable members of our community and should be treated with compassion in trying to transition them off the street.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

My hope with dockless scooters and bikes is that our community can come up with a compromise where transportation options are convenient while being mindful and respectful to neighbors who use the shared sidewalks.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

As of yet I'm still researching the economic impacts on the proposed K Street streetcar expansion. I welcome any opportunity to meet and discuss the issue further.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I'm all for improvement while making sure that I've heard from as many members of the community as possible. Parking is already scarce in the community and I would like to be mindful that we not worsen another problem.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I would work with the city on affordable and feasible safe transportation improvements. For example much of the sidewalks right outside of many apartment buildings have broken and popped up bricks which is hazardous to community members. In regards to Vision Zero priorities I would work in concert with the police department to find safe and feasible solutions such as preemptive signage used in New York City.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

The ANC is a vital voice in addressing housing affordability challenges. The community has many residents who have lived here for decades and I along with them are very concerned about displacement due to rent increases. Affordable housing is an issue across the United States and in this aspect, Foggy Bottom is not alone. While our issues are unique, I believe we should look to other areas of the country to see how they are mediating this issue while also working with developers to attack the problem head on.

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

The concerns brought up in conversation with my neighbors in Foggy Bottom have been varied and have been addressed in the questionnaire thus far. It's a goal of mine to continue conversations to discover the more nuanced issues.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I feel I am qualified for this position having been a local advocate for my duration here in Foggy Bottom. My vision going forward is to see Foggy Bottom have a stronger sense of community with being able to progress while holding on to the culture, traditions and values that make Foggy Bottom the distinct neighborhood it is.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I would remind all parties involved that everyone has a seat at the table and our position is not to serve the vocal minority but the whole district we serve.

Name: **William Smith**

ANC and Single Member District: **2A04**

What will you do address homelessness in our neighborhood?

ANC 2A04 hosts Miriam's Kitchen, one of the city's largest food service programs for people who are homeless, and has also been the site of some of the city's largest encampments. As programs to benefit homeless neighbors grow, the impact to the surrounding community can become a significant threat to their long-term viability. I believe the ANC can and should help city agencies, non-profits and the community plan for, communicate with and set expectations around, improved service delivery to homeless neighbors in a manner that diminishes backlash and the stigma attached to those who are experiencing homelessness.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

Promoting viable alternatives to automobiles is a critical piece of building a more livable and greener city but, as with every other policy choice, the execution is at least as important as the goal. I believe the city can do better in managing both dockless transport and bicycle infrastructure. The ANC, through thoughtful local input, can help. That is one reason why as ANC Commissioner I organized the first town hall on dockless bikes with ANCs across ward 2. Dockless bikes and scooters utilize public space for storage and distribution. The city needs to do a better job of explaining and regulating the way in which vendors and users access and drop off their equipment because it can lead to real problems, such as blocked sidewalks and decreased accessibility for people who are aging or experiencing disability. I am currently working with the Foggy Bottom Association to establish a new designated drop zone for electric scooters in the historic district since the one the vendor selected is problematic for neighbors. I believe designated vendor drop-zones, enforceable rules of the road and the ability of ticket are part of the solution. As a general rule I support the principle of "pedestrian speeds in pedestrian spaces". As the city increases the number of bike lanes and the effectiveness of bike routes, we should expect bicyclists to abide by a code of conduct that respects the right of pedestrians and other vehicles. At this point I favor of having ANCs work with DDOT to deploy signs in problem areas, like those NYC does, to encourage, cyclists to "go slow and respect the rights of others". If, after that, there remains evidence of a widespread problem, then extending the downtown sidewalk ban might be warranted. Not yet.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

I like public transport and green infrastructure but don't view the extension of the street car line beyond Mt. Vernon Square as an effective use of transportation dollars. The line has a large footprint, it would be incredibly disruptive to the K street corridor (during and perhaps after

construction) and it would require expensive reworking of bridge infrastructure. I also have concerns about ongoing maintenance and replacement cost overruns for the service.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

In the past two years, DDOT completed a reengineering of pedestrian and traffic flow around Washington Circle to facilitate greater pedestrian use. The last stage of this long and difficult project was the removal of parking spaces on K street on the Northeast side of the circle that were necessary to improve traffic flow. DDOT surveys indicate a dramatic increase in pedestrian crossing but there have been complaints about increased traffic congestion and safety issues, particularly on the south side of New Hampshire Ave. These kinds of projects require the ANC to balance many competing demands in providing feedback to city agencies and being willing to stand behind recommendations and take the local heat. In this case, the ANC's focus on improving the pedestrian space at the expenses of the amount of on-street parking was the right call for the neighborhood.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

My top Vision Zero priority is contained in the recommendations made by ANC 2A's in its resolution of July 24th relative to the bike lane and intersections on M Street in the vicinity of New Hampshire Ave. On July 7th DC resident Jeffrey Long was biking west on M street in the protected bikeway as a truck driver turned right on New Hampshire Ave. The truck driver could not see Mr. Long, whose presence was blocked by the cars, legally parked between the roadway and bike lane. Mr. Long collided with the truck, fell under it and was killed. This death did not have to happen. This intersection has long been well-known as one of the most dangerous in the District of Columbia and the fatality rate here has increased since DDOT completed the New Hampshire Avenue streetscape project in 2014, a major goal of which was to make the corridor safer for non-automotive users. When Mr. Long was killed, I wanted to ensure he was not just another statistic, so, as Chair of ANC 2A, I reached out to DDOT Director Marootian, members of his staff and representative of MPD, DCRA as well as Commissioner Silverstein from ANC 2B, which has overlapping jurisdiction. We convened a meeting with them on July 18th and after that discussion, forwarded a set of our recommendations to DDOT. In the direct aftermath of the meeting, Commissioner Silverstein working with MPD officers was able to immediately eliminate chronic illegal parking by a FedEx truck that had created a similar potentially lethal "right hook" on M street just two blocks to the South of the accident. There is a lot left to be done to address issues in this area and it remains my top priority.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

The vast majority of ANC 2A is comprised by the historic district, George Washington University property and office buildings. For this reason, incentives that encourage adaptive reuse of office space to residential units makes some sense as one way to increase affordable housing, provided that mixed use and inclusionary zoning permits the conversion and requires 8 percent–10 percent of the residential floor area be set aside for affordable rental or for-sale units.

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

The installation of a helicopter pad on the roof of GW hospital. I had to recuse myself from some of the deliberations because I had received an employment query from GW staff but both before and after my recusal I supported the helipad. The possibility of a mass casualty event is part of the fabric of life in DC. A level 1 trauma center like GW is city wide infrastructure and to block or impede the ability to ramp up access and response would be wrong.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I am currently serving my second term on the ANC and was unanimously elected Chair of ANC 2A this past year. I think it is generally acknowledged that 2A is a strong ANC and I believe my work and leadership has contributed to that. I see being an ANC Commissioner as a team exercise. ANCs have no direct authority and their influence is a product of consensus. A resolution must be passed by a majority to achieve “great weight”. Each of the Commissioners, and our Executive Director, bring unique strengths to the Commission and I view it as my role as Chair to try and guide those strengths, so as to avoid conflict speed process and achieve productive outcomes. That philosophy reaches beyond our Commission to our relationship with other ANCs, BIDs, non-profits and city agencies. As Vice Chair, I pursued outreach to ANC 2B Chair Joe Gibbons that has resulted in a positive relationship and dialogue that has been productive on a number of issues, including the dockless townhall. Currently, I participate in quarterly dinners with other Ward 2 Chairs. My vision is for collaboration to grow allowing the ANCs to better pursue their unique roll of translating the specifics of local issues into effective policy that benefits the whole city.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

In my experience, those who engage with the ANC want one thing above all else and that is a fair hearing. For that reason, when things get hot, and they often do, with homelessness, the helicopter pad and many other issues, I try very hard to repeat the arguments someone has made to me and validate my understanding of them before I respond with my own thoughts. I also believe, within reason in letting folks have their say and not cutting them off. It takes longer but I find in the end I believe people will accept an unfavorable outcome better if they genuinely feel they have been heard and understood. It does not work all the time but it helps. In the end we live in a republic, not a pure democracy. Elected leaders are called on to constantly weigh their duty to represent constituents fairly against their own judgement about what is best for those who elected them and the community as a whole.

Name: *Daniel Warwick*

ANC and Single Member District: *2B02*

Much of the neighborhood is part of a historic district. How would you balance the needs of historic preservation with the needs and rights of people who want to live here?

Many people live in and admire Dupont Circle in part because we are in several historic districts. Sometimes this can be challenging because the historic district puts additional constraints on development for property owners, and the ripple effect creates less housing for those who want to live here. I think the first step is making sure we're not losing potential density, such as by reclassifying cellars as basements, and the second step is to analyze the impact of proposed developments involving the potential benefits of projects rather than potential impacts. Serving on the ANC for the past four years, I have tried hard to support projects involving family-sized housing and reasonable ways to increase density in the neighborhood on a project-basis.

What is your vision for the Connecticut Avenue deckover project?

I am excited for the Connecticut Avenue deckover to create a new public place in Dupont Circle. I am encouraged by DDOT's and the Dupont Circle Business Improvement District's willingness to consider the deckover as a storefront to storefront plaza rather than just in the median, and excited by the opportunity for a shared space on the currently car-oriented portion of the plaza.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

Banning cyclists and scooters from riding on sidewalks in Ward 2 is a ridiculous notion until we have protected cycle tracks and every arterial in Ward 2. Until then the conversation is premature. Dockless is great and we should increase the numbers of dockless bikes and scooters to meet demand for their usage.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I am fully supportive of removing on-street parking when it will improve traffic flow and mobility. I am proud of ANC 2B's leadership on the 16th street bus lanes and am excited to continue planning discussions on proposed 17th street and 20th/21st/22nd Street bike protected cycle tracks.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Everywhere. Fortunately there are not many missing sidewalks in ANC 2B, but we are desperate for fully protected cycle tracks. An obvious Vision Zero priority is the intersection of New Hampshire and M St where a cyclist was recently killed by a truck driver, partially due to the unsafe design at the intersection.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

According to a study by the Brookings Institute and the GW Real Estate Center, Dupont Circle is one of the most equitable neighborhoods in the region. Mostly due to the low transportation costs and presence of older, relatively less expensive rental units (though rents are still too expensive in much of the neighborhood!) Due to limitations on massing and scale of development based on being in a historic district, the best opportunity for Dupont Circle to contribute to housing is by making it easier to utilize cellars and attics as housing units. These are areas of a building which are not counted towards Floor Area Ratio due to their inherent limited impact on scale and massing, and therefore more efficient use of the space is essentially a housing bonus.

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

Earlier this year Duke's Grocery wanted to expand its hours of operation for their sidewalk cafe, though the ANC's public space guidelines state that sidewalk cafes should close by 11PM Sunday-Thursday and 12AM Friday-Saturday. While I voted against the request for later hours, I have personally not gone to Duke's before due to its sidewalk cafe closing at 11PM on weekdays. The concern from several neighbors in mixed use areas were of excess noise later in the evening. The ANC is currently in a process of updating our policies and it may include a change to our public space guidelines, and I am interested in hearing from neighbors and weighing the pros and cons of sidewalk cafes open later.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

As Chair of the ANC for the past two years, I hope I can earn your vote with my experience and track record of supporting smart growth and incremental changes. Development matters a lot to our neighborhood and working collaboratively with applicants to address neighbor concerns is much of what we do on ANC 2B. I am able to leverage my experience on the ANC and day job as a real estate consultant to advocate for neighbors and support a neighborhood for all to live, work, and play. Dupont Circle has somewhat stagnated over the past 10 years as investment in DC has moved east. This is a good thing! But it means we need a heightened awareness of how

to keep Dupont Circle relevant, and I am excited to work with the new Dupont Circle Business Improvement District to improve the neighborhood.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Being a Commissioner is about supporting the neighborhood and District of Columbia as a whole. It's easy to say yes to community advocates, but it's important to have perspective on the impact to the District as a whole. It's really a case by case basis, but I feel I approach issues and proposals with a healthy level of skepticism so that we are gauging what's right for DC as well as the microcosm of Dupont Circle that we support.

Name: **LUCKY BARBIERI**

ANC and Single Member District: **2B03**

Much of the neighborhood is part of a historic district. How would you balance the needs of historic preservation with the needs and rights of people who want to live here?

The importance of preserving our historical heritage is obviously important and must be balanced out with the need to keep the neighborhood running efficiently, while allowing new ideas to improve it simultaneously. I take my current home on R street as an example. Given its rich history as the home of the founder of the Gospel Spreading Church who was one of the most influential African-American pastor during the civil rights movement, it is a shame to see this property being neglected given its rich history. I have gathered the support of neighbors and am currently working with the Ross school staff, the landlord (the church) as well as other stakeholders to beautify the outside of the house by creating a front garden, repainting the facade, as well as painting a mural on the side facing the school. This will increase property value for home owners, provide an artistic environment to the school children and staff, improve the aesthetics of the neighborhood as a whole, while also promoting and respecting the heritage of the house. I will apply a similar approach to other matters in the neighborhood by listening to what people want and need, while protecting our cultural and historical heritage.

What is your vision for the Connecticut Avenue deckover project?

I back the deckover project, specifically "Option B1 - Cycle Track with Off-Peak Parking." Connecticut lacks a tree canopy, resulting in a "concrete jungle" feel, and adding plenty of trees will also reduce the heat in the area during the hot DC summers. Reducing the size of the tunnel ventilation gap and placing a plaza is a definite improvement as it will create a pedestrian-friendly environment, boosting businesses nearby and the quality of life of Dupont residents as a whole. I specifically like "Concept 3 – A Piazza" of the PowerPoint introduced to the community. Being a part-time Lyft driver, a scooter charger, a cyclist as well as a pedestrian, I believe that these specific options and the project as a whole will be good for Dupont residents, businesses, and tourists. Furthermore, the deckover project will also be balanced enough for the needs of different stakeholders in the area, while also being synchronized with the mayor's big-picture plans.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

Having attended the ANC meetings in 2B, the commission has held off on advising Jack Evans on banning scooters and dockless bikes from sidewalks, at least until the city is able to provide a better system of bike lanes on the streets. I agree with this decision completely having been forced to ride my bike or scooter on the sidewalk for safety. Perhaps a law should be passed to enforce the reduction of speed on sidewalks to a minimum, ensuring pedestrian as well as

riders' safety. I do also believe that helmets should be worn on bikes and scooters to reduce injuries and deaths in the district.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I am strong proponent for bike lanes but also understand the need for parking. I park my car twice per day and don't often find it difficult to find a free spot. Reducing the amounts of parking spots would make parking a nuisance for residents, so I believe that we may be able to use the technology of rotary carousel-style parking structures to reduce the need for public parking. This technology is already used in Japan, New York and many other densely populated cities. These structures can both be built underground, as well as above ground in alleys, away from view. They can also be improved aesthetically by being covered, painted, and adorned with plants. Overall I do believe that the city should slowly reduce the ownership of cars in the District as a long-term plan, and create incentives for the use of public transportation, ride-sharing services, Zipcar, Car2Go, scooter and bike usage, as well as electric cars.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

In SMD 2B03, the deckover project on Connecticut must take into account the need for pedestrian and bike-friendly needs, as I outlined in a previous question. On 17th street, I believe that a bike lane may be added as long as delivery trucks are still allowed to serve the businesses nearby. I believe that the most underused resource in the neighborhood is our alleys, and that given the success in other neighborhoods, we improve them. This would transform alleys from forgotten backsides of buildings, to pedestrian, bike and scooter-focused streets. Proper traffic signage must be added with this option to ensure safety of pedestrians on sidewalks. If we use the alleys to also reduce parking on the street by using parking technology, we may be able to build more bike lanes and make driving easier and safer for everyone on the main streets.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

I believe that as ANC we could push for more coliving spaces. Coliving members enjoy the privacy of their own bedrooms inside of a shared suite. This reduces the price of housing, while also building community. Oftentimes additional services, such as cleaning and cooking may be available, further driving down prices thanks to economies of scale.

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

I believe that something must be done for homeless people in Dupont. I have met many of them, and believe that a solution exists by focusing on mental health services. Furthermore, a focus on addiction, abuse, as well as providing mobility and housing that allows our homeless residents to have an environment where they can improve their lives is imperative. This will reduce poverty, improve the cleanliness of the neighborhood, while also unlocking the potential of these forgotten human beings.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I am the best person to represent SMD 2B03 because of the following reasons: -I have lived in Dupont on 19th, 18th, and 17th street for several years and know most of the neighborhood and its needs. -I have traveled to 25 countries and lived in a few of them which has given me the ability to connect with anyone, rich/poor, young/old, black/white, educated/uneducated, religious/freethinking, and everything in between. I am also a master at networking, and am able to see things outside of the identity-based dogmatic approach most politicians take to finding solutions. I have through experience also seen what works and what doesn't work around the world. -I am currently working with the Secretary of the District through an internship at city hall to fund and create a Direct Democracy voting system that I want to test out in the small scale within 2B03 as ANC, with the hope of finally giving DC residents the self-determination and representation they have been denied since the inception of the city. I will then attempt to scale this voting system while testing it over and over in Dupont with the feedback of the neighborhood. If unsuccessful, at worst this system will become a way for the local government to get constant feedback from residents, while if successful, 2B03 may just become a very important place in the future of progress and democracy.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I will try to create a system of constant feedback within the community, fostering an environment of transparency and accountability, involvement and brainstorming. I want to create a feeling of community and human connection while leveraging data and distributed ledger technology to make voting transparent yet anonymous, instantaneous, constant, and visible to everyone in the neighborhood. I will work with city hall as well as local organizations such as the Data Incubator, Search for Common Ground, Sculptures magazines, the Association of American Colleges, the Wyss Foundation, the US Green Party, the Woman's Democratic Club, and others to get funding, support and outreach for the Direct Democracy voting system I will test out in 2B03. I am a minimalist, an environmentalist who's seen the destruction of entire ecosystems first hand, a traveler who's experienced extreme poverty in the slums of several

countries, I am a Lyft driver who knows the personal problems of Washingtonians, a person who talks to homeless people and hires them to find scooters, a neighbor who cares about Dupont and DC as a whole. One thing that I am not is a selfish, self-serving individual who prioritizes himself at the expense of the greater good. Had I been such a person, I would have stayed at Merrill Lynch as a financial adviser during the financial crisis, making rich people richer for the sake of enriching myself. I did not because I value purpose above personal interests of superficial nature.

Name: *Nick DelleDonne*

ANC and Single Member District: *2B04*

Much of the neighborhood is part of a historic district. How would you balance the needs of historic preservation with the needs and rights of people who want to live here?

Historic preservation, with its protections for historic buildings and streetscapes is, along with zoning, a crucial element in the factors that have made our area the desirable place to live it is today. Historic preservation, however, does not preclude change and we have an obligation to work toward an integrated community, racially and economically, envisioned by the DC Comprehensive Plan. We should be alert to opportunities to get us to these goals, including the installation of public restrooms as fundamental to a civilized community and a Community Day Shelter, where those experiencing homelessness can avail themselves of facilities and social services.

What is your vision for the Connecticut Avenue deckover project?

Great! More public space for the community. The issue before us is which of the three proposed plans will best serve the needs of our community—and that means going to the entire community and actively soliciting its input before proceeding further.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

It is exciting to see these new modes of transportation unfolding, with their promise of a less congested and less polluted future. Consequently, there is an urgent need to develop guidelines for the safe sharing of our existing streets and sidewalks while we explore possible changes in infrastructure to accommodate the new modalities. This being a world-wide phenomenon, we can expect to learn from other jurisdictions' experience.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

As is my practice I would immediately engage our community in the discussion of the proposed changes to existing infrastructure via the listserv I maintain for my constituents, as well as post to the neighborhood listserv, Dupont Forum. The resulting exchange of comments would then serve as a dialectic by which the community would become aware of competing needs of its members and suggest ways in which these needs could be balanced.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I am in complete agreement with the Vision Zero Network's stated goal of safe mobility for all - whether driving, walking, cycling, using a wheelchair, or riding transit. Precisely where changes in infrastructure can best achieve this end requires careful, thorough review of options, and active solicitation of opinion from the entire affected community.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

What can ANCs do? A lot. ANCs can negotiate mitigation of potential adverse conditions resulting from proposed development, responding to community needs and desired neighborhood protections via making sure that their constituents are informed and by facilitating open discussion. The list is long, including, but not limited to, displacement pressures, environmental impacts, impacts on public services, utilities infrastructure, transportation, parking, cycling, pedestrian safety, schools, recreation centers, libraries, parks, senior centers. Whatever the case, engagement with neighborhood constituents is the key to neighborhood solutions.

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

Drafted in 2006, the DC Comprehensive Plan calls upon DC to become a truly integrated city, economically and racially. Unfortunately, much of the current development, ongoing and projected, is not in the spirit of the Plan, spurring as it does gentrification, with its inexorable displacement of residents. Developers are concentrating on luxury efficiencies and one-bedrooms—not units in which to raise families. And yet our neighborhood needs families to be a stable community. We need to work more actively on finding ways to maintain diversity in our neighborhoods.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have a track record of engaging with constituents—and judging from their response, they seem to like it. All residents in my ANC are welcome to join my listserv (Hear Me Now), drop in to chat at regular Friday morning open house at a local coffeehouse, or set up a meet at our mutual convenience. Not only do these mechanisms encourage grassroots civic involvement, they provide the information that I bring to ANC deliberations. My insistence on polling the community for its input on controversial topics before taking votes is a practice that has forestalled many hasty ANC2B resolutions, uninformed by community input. I am committed to fulfilling the original intent of the law establishing ANCs and engaging with grassroots constituents.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I have a sworn obligation to represent all the members of my SMD, residents as well as the businesses that serve the residents. When ANC commissioners fulfill that obligation, they give the Council and other city officials the feedback they need to make informed decisions. Grassroots engagement is what the city envisioned when the ANCs and their locally elected commissioners were established--and I intend to work to make this happen.

Name: **Aaron Landry**

ANC and Single Member District: **2B04**

Much of the neighborhood is part of a historic district. How would you balance the needs of historic preservation with the needs and rights of people who want to live here?

Inclusivity and diversity are cornerstones of Dupont Circle, but decisions made by the ANC can influence whether we actually act as inclusively as we say we are. Zoning and licensing decisions can make the neighborhood more expensive and exclusive, and encourage further displacement. While preservation of historic structures is very important for maintaining the character of Dupont Circle, it need not preclude opportunities to upzone existing housing and to permit development in the little unused non-public space we have to increase overall housing availability. Density has been a hallmark of Dupont Circle since the incorporation of the neighborhood. My Single Member District (SMD) is home to D.C.'s first residential skyscraper and is also the smallest SMD in geographical size: height and density are consistent with the historic fabric of the area.

I believe the best approach is to leverage the power of the ANC to work with neighbors and properly negotiate with developers to ensure changes to housing are made in a manner that respects the evolving needs of the neighborhood and gives back to the community.

What is your vision for the Connecticut Avenue deckover project?

This is a major opportunity to create a connected park bringing both sides of Connecticut together, as well as to provide a home for more outdoor events and markets. I generally agree with the vision of the Connecticut Avenue Streetscape and Deck-Over project that creates shared streets and maximizes pedestrian and bicyclist access. I attended the first major public meeting about the project in April to see the latest concepts and to hear from neighbors. Two options presented unfortunately create an island surrounded by car traffic – like Dupont Circle itself – while a third “Piazza” option makes the area more walkable by prioritizing pedestrians over cars between the deck-over and storefronts. I think we have an opportunity to make this Piazza vision even better by moving vehicle traffic going to and from Dupont Circle to routes that do not negatively impact residential areas. After seeing public feedback this spring, I look forward to hearing from neighbors at the next public meeting this autumn.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

I support all safe modes of transportation that enable neighbors to get where they need to go without a car, including bikes, electric-assist bicycles, scooters, skateboards, and other personal mobility options they may have. We should anticipate a continued increase in bicycling and mobility options in the years to come. Many children get to and from school using kick scooters

and food delivery robots appear regularly in my neighborhood. In fact, more than 50 percent of Dupont Circle households do not own a car and the amount of people who bike to work has doubled this decade. However, only 12 percent of transportation space is used for sidewalks and just 1.2 percent is used for bike lanes.

This is simply wrong, and it is dangerous. We are oversaturating our sidewalks, creating dangerous streets, and being inefficient with our available transportation space.

I was one of the first signatures on the recent petition to DDOT supporting 20,000 shared bicycles, more bicycle racks, and the expansion of D.C.'s network of protected lanes. There are plenty of opportunities to make dedicated bicycle and scooter parking by getting creative with street space, encouraging less crowded sidewalks.

I oppose making laws against our neighbors using bikes or scooters on a sidewalk if that is the only safe place to use them. I would not consider supporting a resolution banning people from using their preferred mobility option on sidewalks until parents are comfortable with their children using bikes and scooters off the sidewalks. I know this is a pain point with many who feel there is too much traffic on our sidewalks, so this is a priority for me; as commissioner, I will work with neighbors, the District Department of Transportation (DDOT), and others departments and organizations to make our streets and sidewalks safer.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I will push for faster completion of the dedicated bus lanes on 16th Street, and I support efforts to modernize our bus system. It is unusual for a municipality like ours not to have dedicated bus lanes. I attended the recent 16th Street NW Bus Lanes Project meeting in July and was disappointed that despite being studied off and on for a decade, we are still far from seeing this project completed. More than 50 percent of people using 16th Street to commute are riding a bus, but we continue to prioritize single-occupancy vehicles that come in and create traffic. We have to encourage more people coming into the District to switch from cars to buses, and one major way to do so is to make taking the bus faster than driving a car. There are additional ways to make bus commuting more efficient, reliable, and attractive in addition to dedicated lanes: traffic signal priority, off-board fare collection, and all-door boarding.

I will also work to make bicycling on 17th Street safe. The status quo on 17th can be dangerous for pedestrians. Our shops and restaurants need more loading and unloading space. In the evening, more people bike northbound than southbound on the southbound-only lane. Delivery vehicles block bicyclists and cars daily. Children bike and use scooters on the sidewalk because the street isn't safe. People in electric wheelchairs travel in the street. People running or jogging use the bike lane. On top of all of this, there has been disinformation signaling to local shops that a protected bike lane will "make deliveries impossible, invite unsafe pedestrian and bike traffic and jeopardize their businesses." This is wrong.

I support an open process that is honest, factual, and respects the needs of all neighbors. This includes properly noticed and advertised public meetings so neighbors and businesses can have their ideas properly incorporated into the solution. There is a way to do this right, and I'll work to get it done.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I support any opportunity to expand the ability for people to walk or bike to where they need to go. This includes maximizing our network of protected bike lanes and exploring opportunities where curbside space can be repurposed for pedestrians and bicyclists instead of cars. The majority of the streets in my SMD have bike lanes, but a lot can be done to make things safer.

Speed and red light cameras are low hanging fruit and can pay for themselves. New York City data recently showed speeding during school hours dropped by as much as 63 percent in camera zones, and they're planning a major expansion of their program to protect kids. Why can't we do that? In my neighborhood, people regularly speed in front of Ross Elementary in a zone that should be 15 miles per hour during school. At night, there are occasional racers who use highway speeds on neighborhood streets. Speed cameras can help.

Curb extensions are another simple way to calm traffic and make streets safer for pedestrians. By extending curbs further into the street at intersections, we slow down cars that are turning, prevent cars from going outside their lane to maneuver, and shorten the distance pedestrians have to walk in the street.

I also support tactical urbanism to experiment with protective barriers and curb extensions. A lot can be done with traffic cones and temporary bollards! A small group in Dupont recently put up cones along the bike lane on R Street, allowing pedestrians to step out further in a safe area before crossing while also keeping bicyclists safer. The advantage of tactical urbanism is that it allows us to try changing parts of the street on a temporary basis to see what works and what doesn't. I hope more official and more organized groups continue with tactical urbanism efforts to quantify safety changes and help influence permanent improvements.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Opportunities for new development in Dupont Circle are limited and land costs are extremely expensive, but we do have options and choices that can have a long-term impact on housing affordability and availability. If we do nothing, the cost of living in Dupont will continue to go up far faster than incomes, and we will continue to displace residents.

We must be mindful first to preserve all existing affordable housing in the area. A major part of this is encouraging tenants in naturally occurring affordable housing to use their Tenant Opportunity to Purchase Act (TOPA) rights to preserve the affordability of their homes.

When it comes to new housing, developments are typically required to provide at least 8-10 percent of units at 60-80 percent of area income. I would encourage developers to use the density bonus available under inclusionary zoning regulations to optimize the amount of available housing.

I agree with some neighbors who point out that what's considered "affordable" and what's considered "area income" is skewed. I understand why some neighbors are less comfortable with having more housing. However, protests and legal action have proven to hurt rather than help our neighborhood. My approach would be to leverage the influence of the ANC to strongly negotiate with developers on maximizing affordability and density, and to pressure new projects to provide appropriate benefits to the community.

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

There are vacant storefronts that have been empty for years. There are also some establishments in my SMD on 17th Street that have closed more recently, as well as some restaurants that are rumored not to be doing well. Some worry that the vibrancy of 17th Street has dimmed.

A decades-long moratorium on licenses expired late last year and we now have an opportunity to make 17th Street a more attractive place to do business. We should encourage a more diverse array of shops, retailers, and restaurants that are aligned with the needs and wants of our neighborhood.

I believe the best approach moving forward is for the ANC to review new licenses on a case-by-case basis, weighing the potential benefits of establishments enhancing our neighborhood while ensuring peace, order, and quiet. I believe in setting a precedent that shows we're open to creative, fresh, and new ideas and businesses in Dupont Circle.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I truly love Dupont Circle and want to continue to see it thrive. I started to see in ANC meetings how quickly hard work and good ideas can be derailed and diluted by insufficient and inconsistent communication from the ANC to the community. I started seeing the use of protest instead of negotiation, disrespectful behavior instead of building alliances, and private discussion groups superseding public forums.

My style is different. I listen to all neighbors, communicate widely, build relationships, negotiate instead of protest, and cooperate with other commissioners, departments, and elected officials.

My vision for the ANC in the next two years? An ANC that ensures neighbors hear what issues for decision are being discussed; listens to and involves more neighbors; and gathers more neighbor input. I will work hard to make sure the ANC is a body that works on getting things done instead of getting things delayed.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Two-way communication and honesty are key, and the ANC could be more proactive and transparent with the public on facts, studies, and community involvement.

For example, 17th Street has been studied and the process to improve safety on 17th will include more public input. However, this has not been communicated widely. This information vacuum has allowed rumors, misinformation, and negativity to spread, and some community members have started to outright oppose changes to 17th Street believing it will make the street less safe. The good news is that when people are connected with facts and information about the project, most tend to turn the conversation to how to make things work.

There is also a lot of different and sometimes competing information available about housing, density, and affordability in D.C. I have met with a couple community members who do not agree on some of these issues, and there are a few who simply do not want any change in housing in Dupont Circle of any kind.

That said, I will to the best of my ability use reputable and factual sources, local experts, and D.C.'s goals in my decision-making, and will listen to all neighbors. I have earned the respect of people I am not necessarily aligned with this way, as well as by being open, honest, and straightforward. I do not expect every single neighbor to agree with me on all issues, but I do aim to earn their respect.

Name: *Beverly Schwartz*

ANC and Single Member District: *2B08*

Much of the neighborhood is part of a historic district. How would you balance the needs of historic preservation with the needs and rights of people who want to live here?

I think one of the reasons that makes Washington unique is it's attention to historic preservation. I think there other innovative ways that we can explore to balance the needs of people who want to move here without sacrificing our attention to our historic allure and heritage.

What is your vision for the Connecticut Avenue deckover project?

I am very excited about the deck over project. I love the idea of extending the Circle into a piazza like area that provides a relaxing space for people to enjoy and appreciate the beauty of their surroundings. However a number of aspects need to be considered before a plan can be agreed upon, e.g., providing a path for emergency vehicles, the safety of the pedestrians and bicyclists, how to provide safe respite during the day without creating opportunities for the aggregation of homeless or criminal activity at night.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

For reasons of pedestrian safety I am not a big fan of dockless bikes and scooters left all over the sidewalks. That said, it's an interesting innovation that might decrease the amount of car use and environmental pollution . I think the pros and cons need to be studied as we near the end of the experimental phase. And until we create more bike lanes that can make biking safer in the city, banning cycling on sidewalks seems unrealistically unenforceable. For now, I'm very supportive of a city wide education campaign for both car drivers and bicyclists That might help mitigate safety issues.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

As our city continues to grow, demographics change and environmental concerns increase, we all have to learn to accommodate transportation innovations and that may include new thinking about on- street parking- possibly a mix of removal of selected spots, some parking restrictions by time of day, (including delivery vehicles), etc. Again, as many ideas as solutions should be on the table for consideration.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

[did not respond]

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

I think the ANC can put a priority on asking developers who appear before the ANC for support of dev plans, their plans for including affordable housing. And that (along with the inclusion of trash compacters) should be a huge deciding factor in the support or protest for a project that is then going before the zoning or historical preservation board.

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

Rodent control both on the streets and in the alleyways. I am a big fan of the mayor's trash compactor incentives and would love to see it become more of a mandatory for multi unit buildings and restaurants.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have lived in the SMD for the past 17 years and though I am a home owner, I totally understand how our city is changing and the need to balance vitality, safety, affordability, intelligent growth and business needs with the existing allure and beauty of residential and tree lined streets and what already makes DC and my SMD a desirable place to live.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Refer to previous question.

Name: **Michael Shankle**

ANC and Single Member District: **2C01**

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

Multiple transportation options at various price points can reduce traffic and enhance our community. That said, existing rules and laws should be enforced to protect not only riders, but also pedestrians. The existing law banning bicycles on sidewalks south of Massachusetts Avenue needs to be enforced, as well as existing safety laws. Last month, Portland, OR put notices on every electric scooter in the city, listing parking, helmet, and sidewalk regulations, with a short grace period before they begin ticketing infractions -- a sensible response to the sudden influx of scooters. With so many tourists and visitors as well as Maryland and Virginia residents who work here and use bicycles and scooters, I would endorse a practical suggestion made to DDOT a number of times: post at the bike stations (and have available via the bike hailing apps) a brief description of the city's requirements for those riding bicycles and scooters.

What is your stance on the previously proposed legislation to ban amplified noise above a certain decibel level, particularly as it pertains to street buskers?

As a resident adjacent to Gallery Place, I understand and sympathize with the frustrations of my neighbors. However, the proposed legislation not clearly explained to the Council and community, and was perceived as vindictive against street performers, which have a rich history in the neighborhood. A more sensible and holistic approach would be to adopt a program such as the one in Chicago and other jurisdictions, in which street performers are licensed and are under strict noise limitations and space controls. When street performers violate the terms of their license, they are fined and lose their ability to perform for a specified period of time. This would not be a criminal charge; it is more analogous to a parking violation or speeding ticket.

What are your goals for the redevelopment of the FBI square?

A mixed-use development that is urbane and includes uses that attract a wide, diverse audience but that also include residences, retail, restaurants, and an open space similar to the well-liked space off of Palmer Alley at CityCenterDC. It likely would have some office space and perhaps a small hotel, but could also house a cultural venue (suggestions include a museum of immigration, a small theater or performance space, an artist co-op with studios and exhibition space, or a multi-use cultural space). The site also needs to continue the 45-degree angle of height to depth to properly frame the Capitol, a truly grand and compelling vista.

What will you do to promote (a) multi-modalism and (b) residential growth in our neighborhood?

In 2C01, we are fully developed, and there are no plans for new large residential buildings. However, as office space becomes underutilized due to telecommuting and new work habits, I would love to see more commercial buildings converted into affordable and market rate housing, similar to the Woodward Building and Mather Studios conversions, the latter of which was based on an economic feasibility study that our neighborhood association undertook with DC Department of Housing and Community Development (DHCD) funds. Such a report could be updated and used to promote similar renovations for older outdated office stock.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

This plan has been in the works for more than 20 years. While I believe streetcars may add value, they need to be better integrated into the traffic conditions and existing transportation sites, unlike the design along H Street NE. A more sensible solution is to create dedicated bus and FHV (for-hire vehicles) lanes to allow the existing Circulator busses to run efficiently. We also need to look at other cities' solutions. Paris has created quite a number of contraflow lanes for buses that have significantly improved their efficiency. This could be tried on one-way streets as a pilot program, needed especially during rush hours both in the city core and in outlying commercial corridors serving residential areas.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Removing all on-street parking would be detrimental to businesses and restaurants. Traffic flow may be significantly improved by removing parking on one side of the street, as determined through a comprehensive planning and transportation plan. Freeing up one additional lane would allow for dedicated bus and for-hire vehicles (FHVs) lanes, which are effective when enforced, as seen along Georgia Avenue. If any changes are made to the availability of street parking, it is the city's responsibility to find alternative affordable parking solutions. The rushed plan to accommodate more pedestrian space along 7th Street, NW between Pennsylvania and Massachusetts is ill conceived, removing accessible loading zones for businesses, that will result in additional traffic bottlenecks as delivery vehicles, FHVs and taxis will temporarily double park and block all moving vehicles as there will be only one lane in each direction.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

In our neighborhood, we are fortunate to have a number of bike lanes and wide sidewalks. However, existing bike lanes and special-rule intersections, such as the no-turn rule at the 7th and H scramble, are not consistently enforced. Doing so, along with a strong driver education program, could go a long way to alleviate many pedestrian issues. With the upcoming of the Apple Store at the Carnegie Library, it is essential that pedestrian needs be met, as crossing four major roads to that island can be treacherous. The bicycle lanes in the downtown core are not adequate. While the city is making progress, it is not at the pace necessary. The city needs to reexamine the option of protected bike lanes, especially on one-way streets. Safer bike lanes not only protect riders, but pedestrians who dodge bikers on sidewalks. Finally, the sidewalk materials in the neighborhood vary widely – bricks, concrete, granite pavers – and so does their maintenance. Poorly laid bricks cracked granite pavers create tripping and accessibility hazards. I have witnessed many people trip and fall throughout the neighborhood, sometimes with serious consequences. District Department of Transportation (DDOT) needs to codify proper specifications, with better oversight of the materials used and installation on city sidewalks.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

My partner was the recipient of a unique affordable housing program for artists with the rehabilitation of Mather Studios in 2002. This successful program not only allowed artists to purchase their units and stay downtown, but also created a community that has spread across artistic disciplines, as it has in other cities. This out-of-the-box program, based on best practices in Philadelphia and Minneapolis, has not been duplicated by the city since, but would be a good model for future developments.

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

Noise issues, not only from street performers and protesters, but from trash removal and construction projects. Current code treats downtown residential buildings as commercial spaces, so most of the noise regulations are not enforceable. As president of our condo board, I have worked directly with developers and commercial building managers to reduce the amount of noise in the early morning and after dark. As mentioned in an earlier question, noise issues surrounding street performers need to be holistic and sensibly codified, incorporating the needs of residents, performers and civil protesters alike. Another concern is the caring for and accommodating of homeless individuals. Homelessness is a major issue that needs a holistic approach involving the skills and resources of churches, businesses, government, and individuals. The Downtown BID's recent opening of a new day center is a good start. The \$300M refurbishment of the MLK Library, a space previously used as an ad-hoc day center, will be a factor in any long-term solution. The MLK Library, the city's central library, should not be a

day center for individuals with housing instability. A permanent day center needs to be developed with the engagement of the community facing housing instability to ensure it is responsive and proactive to the special needs of this community.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

In my opinion, the role of an ANC commissioner is to sensibly leverage the voices of residents, business interests, visitors and the government to create a diverse and dynamic neighborhood. I also believe that proposals and plans must be openly shared with constituents in a transparent and timely manner. I have spent my career working with communities across the country, bringing together opposing sides to re-examine their needs and work collaboratively towards more sensible and holistic solutions. Now it is time for me to do so for the benefit of my neighbors and larger community.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

This ANC is unique, as it encompasses an area that is affected by not only the needs of residents and businesses, but must accommodate the needs of millions of visitors, and the federal government. Narrow interests and NIMBY reactions can be detrimental to the overall health of the community and city at-large. As stated before, I will strive to bring as many voices together for sensible, sustainable, and holistic solutions to maintain and build upon the unique and vibrant Penn Quarter neighborhood, one of the city's jewels.

Name: *John Tinpe*

ANC and Single Member District: *2C01*

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

There is room for everyone, bikes and scooters, given proper parameters are set and followed.

What is your stance on the previously proposed legislation to ban amplified noise above a certain decibel level, particularly as it pertains to street buskers?

Given proper rules and boundaries are set and followed, all can coexist harmoniously. Otherwise, we have the opposite of peace and harmony.

What are your goals for the redevelopment of the FBI square?

Two options: 1) the status quo, to restore and renovate the existing, famous, JEH building, thus saving tax payers billions. 2) developing the existing bloc into multi use, residential, retail, commercial space, hence opening it to the public and making it commercially viable.

What will you do to promote (a) multi-modalism and (b) residential growth in our neighborhood?

a) Multi-modal or combined transport will be promoted by Improving WMATA or Metro underground. Improving above ground mass transportation. Increasing availability of Bike and Bike share ports Improving flow of vehicle and pedestrian traffic. Improving access to inter state transportation, such as rail and light rail. Researching into alternate multi-modal transport systems, such as water ways. The Warf could be an alternate waterway port of entry and departure from the city. Like Star Ferry in Hong Kong. b) Residential growth; While protecting existing low and mid level income residents, encouraging growth in the neighborhood, residents of all income levels, by assuring affordability.

What is your stance on the proposed K Street streetcar expansion that would connect Union Station and Georgetown?

Two options: a) focusing on improving existing infrastructure and modes of transportation, such as WMATA , bus alternatives, bike shares and flow of traffic. Hence, saving millions. But improving where it is necessary. b) Continue in the venture of what once was a dream but now a show piece of the City.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Example: 7th St NW between Pennsylvania Ave and I St. NW. Provide uninterrupted drop off and pick up of passengers. Provide uninterrupted loading and unloading by private and commercial vehicles. Provide alternate space for parking. Provide uninterrupted smooth flow of traffic. Monitor bus, vehicle, bike and pedestrian to assure safe and smooth flow of traffic.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

D St, E St, F St, G St, H St, I St, K St, NY Ave, Mass Ave, 3rd St, 4th St, 5th St, 6th St, 7th St, 8th St, 9th St, 10th St, 11th St 12th St, 13th St, 14th St 15th St. NW. All need improving. Better sidewalks. Smooth street surface. For Vehicle, Pedestrian and Bike Safety.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

ANC can play a tremendous role. While protecting existing mid and affordable housing, encouraging growth by attracting residents of all income levels by assuring affordability.

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

Trump Hotel. The rule of law must prevail and not be swayed by political affiliation, or emotion. "The Law is Reason, Free form Passion." Aristotle

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

The Person, I am with the Biggest Heart who takes the Least. Continued growth, progress, prosperity, safety, sanitary, entertainment, education, prestige, peace and harmony. ANC2C is the Jewel in the Crown. Home of the Stanley Cup.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

None available.

Name: **Rick Guinee**

ANC and Single Member District: **2D02**

How would you evaluate and manage the parking needs of all of the neighborhood's stakeholders, including residents, embassies, Secret Service, religious institutions, and visitors?

I would work with the City DOT to implement parking restrictions consistent with the expressed desires of constituents, focusing on needs of residents (rather than businesses, embassies, other organizations and visitors)

Do you support DDOT's plans to redesign Massachusetts Avenue NW between 20th Street NW and Waterside Drive? Why or why not?

I do not support the current plans as they have not evolved to a point that satisfies my concerns regarding pedestrian safety, trees and traffic flow; however, with further refinement the plans could improve the corridor.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

Certainly cycling should be banned (continue to be banned) on sidewalks, and full study should be made concerning pedestrian and rider safety issues surrounding scooters. Rules may need to be tightened up concerning dockless bikes and scooters, with a funding mechanism to enforce potential new rules. Currently, haphazard depositing of bikes and scooters is a problem.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Currently, I do not perceive a need for improvement within 2D02.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Within or adjacent to 2D02, bike lanes should be considered for Connecticut Avenue and S Street. The crossing signals at Connecticut and Florida should be studied and improved for greater safety of pedestrians and people with decreased mobility.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

The ANC should advise on housing plans within each relevant district as provided by DC law, on a case-by-case basis. I would be interested in sitting on a multi-district task force to study and advise on larger issues, to facilitate neighborhood input.

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

The biggest challenge to 2D02 and District 2 generally is the conservation and improvement of the residential quality of the neighborhood and prioritizing residential concerns in evaluating other issues (such as land use, parking, traffic, historic preservation and rodent control).

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

Since moving to Ward 2D over 4 years ago, I've been actively involved in neighborhood issues and advocacy, particularly with regard to preservation of the residential character of our neighborhood in the face of attacks on it. I listen, I research, I synthesize, I consider, I decide, I put in the work, and I advocate. As a property owner who resides here with my family and as a retired lawyer, I have the skills, the time, the energy and the incentive to devote myself to neighborhood issues.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

As a commissioner, my highest duty would be to the constituents of my district and ward. As a result, I would seek to work with the city in a way in which the interests of my district and ward would be incorporated into solutions to city-wide issues. As a matter of good governance and representative democracy, my own interests and the interests that others might be view as "city-wide" might sometimes not be the ones that I advocate, when the consensus neighborhood interests differ from them. In the context of residential zoning, for examples, I believe that text amendments related to diplomatic and office uses would benefit the city generally, but if and to the extent other communities or city-wide officials perceived city interests differently, I would advocate for the interests of 2D.

Name: **Tom Alexander**

ANC and Single Member District: **2F03**

Many types of users complain about Logan Circle, but it's particularly dangerous for pedestrians. Do you support street redesign and other traffic-calming measures to make it safer?

This is an issue of particular importance to me as my dog and I were hit by a distracted driver as we crossed 14th Street with the light. As an LCCA board member, I had the opportunity to address the issue in Logan Circle with the Mayor directly when she had a recent walk-through. (<https://www.facebook.com/tomalex.dc/videos/10208161899791448/?!v=7630243230890386617>) And I look forward to working with ANC 2F Chairman John Fanning on his recent efforts to encourage DDOT to implement traffic calming measures around the circle.

Would you encourage or discourage the creation of a mid-city Business Improvement District? Why?

A Mid-City BID or Main Street program designation will be essential to supporting our local businesses and encouraging measures that maintain our neighborhood's diverse character. As an LCCA board member, I supported the initial efforts to develop a Mid-City BID.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

This is a real safety concern. Bikes and scooters don't belong on the sidewalks - we do not live in a planned suburban community. I look forward to providing an active voice as measures are considered to address this ongoing issue.

What will you do as commissioner to address crime and public safety concerns in your community? What is your opinion of the NEAR Act, and how will you engage with it as a commissioner?

One of my priorities as a commissioner would be to identify opportunities to increase collaboration with city services, this includes MPD. The NEAR Act is critical to that collaboration as it strengthens community policing while collecting data to help direct those efforts.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Getting direct input from neighbors is essential to these decisions. That is why as a commissioner I would hold quarterly meetings with constituents in 2F03 to better understand what is affecting them on an every-day basis and identifying areas that need attention.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Again, this is of particular importance to me as an accident victim of a distracted driver and look forward to working with commissioners and constituents on best practices and solutions. Vision Zero is critical in providing real data and enforcement.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Another of my top priorities as a commissioner would be to pursue measures with the public and private sectors that will help ensure our neighborhood is affordable. Recent discussion and expected action in October on restrictions on AirBnB-like services provides a real-time opportunity on ensuring we don't continue shrinking affordable housing options.

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

I would look to identify opportunities where we could effectively mobilize city services to better address ongoing issues like aggressive panhandling, homelessness and prostitution.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

As your neighbor in Logan Circle for 11 years and a DC resident for 18, I see this as an opportunity to help the city and neighborhood I love. As a dog owner, I spend a lot of time walking our district and talking to our neighbors - giving me a firsthand perspective on what's working and what's not. My priorities for the next two years would be the following: Collaboration Identify opportunities to increase collaboration with city services and businesses, from trash, public safety, aggressive panhandling and outreach to homeless. Affordability Pursue measures with the public and private sectors that will help ensure our neighborhood is affordable. Strategic growth Encourage growth that maintains our neighborhood's character and diversity.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Before making a decision as a commissioner, I would ensure I talk to neighbors personally along with any city services or businesses involved, understand all sides of the issue and have data to back up my decision.

Name: John Fanning

ANC and Single Member District: 2F04

Many types of users complain about Logan Circle, but it's particularly dangerous for pedestrians. Do you support street redesign and other traffic-calming measures to make it safer?

Yes, as you probably are aware 14th Street, NW is currently undergoing a Streetscape Project which should improve pedestrian safety. The ANC is also currently working with DDOT on conducting a neighborhood traffic study particularly around the intersections near Logan Circle Park. There's a significant increase in pedestrian traffic on the 1400 block of P Street, NW - Whole Foods, the ANC will be recommending the installation of a mid-block crosswalk area on P Street, NW - so that pedestrians can walk safely from south to north.

Would you encourage or discourage the creation of a mid-city Business Improvement District? Why?

I have been supporting the formation of the mid-city BID for several years now so that an increase in services that would be offered to our mixed use corridors, maintenance of our public spaces and infrastructure, the branding and promoting more neighborhood special events, economic growth, more sanitation, security services - crime prevention, and transportation services.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

This issue has been a challenge for our neighborhood, the city would need to first figure out the enforcement component and then increase more dedicated bike lanes, along with access to sidewalk parking stations I would more than likely recommend opposing the ban until enforcement and regulations are adopted.

What will you do as commissioner to address crime and public safety concerns in your community? What is your opinion of the NEAR Act, and how will you engage with it as a commissioner?

The next steps would be to advocate for the implementation the Office of Violence Prevention and Health Equity (OVPHE). I do realize that we need to combat crime more as a public health issue, increasing and providing mental health outreach services, support more training for community policing by establishing a working group and recommending best practices.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

ANC 2F passed a resolution supporting the 59 Metro Express bus service on 14th Street, NW. Recommended to DDOT during the community engagement outreach for the 14th Street, NW Streetscape Project the installation of curbside bike lanes.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

If It's possible I would support installing new bike lanes on Rhode Island Ave. NW. A priority would be to support and implement the "One Stage Crossing" crossing in both directions during one signal phase at both 14th & P Street and 14th & Rhode Island Ave, NW.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

There's several vacant lot's in ANC 2F and we already have been having conversations with the owners and DHCD to recommend a funding source through the Housing Production Trust Fund to develop affordable housing at those locations.

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

[did not respond]

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

My institutional knowledge and my ability to work with my constituents and DC government agencies allows me to get things done in my neighborhood. The creation and launching of a Logan Circle Main Streets Designation. Secure funding for an increase in employment opportunities for the 14th Street "Clean Team". Improve safety for bikes and pedestrian safety on 14th Street, NW. Support more retail options on 11th Street, NW. Work with DHS & DBH on homeless services outreach promoting the new day center and the services that it will offer. The completion of the new renovation of Franklin Park. Work with MPD on crime reduction initiatives to improve public safety.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

My success being a community leader is because of my ability to communicate and willingness to collaborate with those that have a business interests and with residents of ANC 2F who's concerns are focused on quality of life issues. What works for my neighborhood may not necessarily work for another neighborhood. Each ward and neighborhood in our city is uniquely different. It's important to keep an open mind.

Name: **Ron Rubin**

ANC and Single Member District: **2F05**

Many types of users complain about Logan Circle, but it's particularly dangerous for pedestrians. Do you support street redesign and other traffic-calming measures to make it safer?

During several recent ANC 2F monthly meetings, residents have voiced their concerns about Logan Circle drivers endangering pedestrians. All of the commissioners share these concerns, and we have requested a study of the problem and potential solutions. I will support any sensible solutions suggested by the traffic experts who conduct the study.

Would you encourage or discourage the creation of a mid-city Business Improvement District? Why?

My support for a mid-city Business Improvement District would depend on its specifics (i.e., boundaries, funding, goals, authority, etc.). While making nearby areas more amenable to businesses is a desirable goal, it is important to consider the details of any plan to make sure it accomplishes that goal efficiently, without unnecessary cost to taxpayers, consumers, and the businesses themselves.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

I encourage innovative programs like dockless bikes and scooters, so long as the accompanying harm from users' bad behavior (e.g., leaving bikes/scooters in inappropriate locations, driving dangerously) can be kept to a minimum. At this stage in the trials, the competing companies are not doing enough to supervise their customers (e.g., imposing fines and cancelling memberships for bad behavior). However, I believe that these programs can be positive and successful if the companies adopt better oversight policies. I would support banning bicycles and scooters on sidewalks for all of DC, but not just for Ward 2. The vast majority of people who pass through DC every day have no idea where the Wards' boundaries are, so it would be extremely confusing to have different traffic/bicycle/scooter restrictions in different wards. Such a patchwork of rules could actually be more dangerous to pedestrians if drivers must continually try to locate and read signs while in motion to decipher rapidly changing restrictions.

What will you do as commissioner to address crime and public safety concerns in your community? What is your opinion of the NEAR Act, and how will you engage with it as a commissioner?

I believe that the most important tool in reducing crime is regular, uniform statistics that accurately reflect increases or decreases in criminal activity, and cannot be manipulated by those who compile the data. For example, if the police are arresting individuals who break the law, but the offices of the DC Attorney General or the US Attorney do not (for policy rather than evidentiary reasons) charge the individuals with crimes (e.g., juveniles, prostitutes, etc.), then reporting convictions without reporting prosecutions or arrests can create statistics that incorrectly indicate decreasing crime rates. The only way to determine the success or failure of initiatives like those in the NEAR Act, and the policies and performance of DC's police and prosecutors, is with unbiased statistics that accurately record the increase or decrease in various crimes in our community. Armed with unbiased, meaningful crime statistics, I would support the aforementioned policies that are working, and seek to discontinue policies that do not reduce *real* (as opposed to selectively reported) crime in our community.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

In such "zero sum" choices, I always try to determine the preferences of *all* of my constituents (not just the preferences of the most vocal constituents, who tend to advocate for more parking spaces at the expense of public transportation and bike lanes). I do so by soliciting the opinions of my neighbors outside of commission meetings, in addition to listening to the opinions expressed by the community during commission meetings. Personally, I favor more and better (i.e., dedicated) bike lanes, even if that would require a modest reduction in on-street parking spaces.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

The most important bike lane improvement for ANC 2F would be making the bicycle lanes on both sides of 14th Street between M and U Streets dedicated (i.e., protected by posts/barriers) and continuous.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Imposing additional affordable housing requirements on new residential building developments increases the cost of unregulated units in those buildings, making them too expensive for many middle-class buyers. The result is a few more below-market apartments occupied by a small number of low-income people, more apartments occupied by high income people, and less

apartments occupied by middle-income people. I believe that the negative effects of driving middle-income people out of our community would outweigh the benefits of such initiatives.

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

I believe the current drive to effectively prevent AirBNB in DC is unwise, and does not reflect the preferences of most **real** DC residents. Rather, the campaign to enact anti-AirBNB legislation is being funded and driven by hotels and other interest groups seeking to eliminate their competition: DC residents who offset the increasing cost of home ownership by occasionally renting their homes during vacations, etc. I oppose anti-AirBNB legislation.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I am very dedicated to ensuring that the City Council is aware of and addresses my SMD's residents' concerns.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

In such situations, I do my best to explain why the community members' positions have negative long-term or district-wide consequences, and to convince other commissioners to vote against them for that reason. A local example that has arisen in ANC 2F several times during the past year is community members attempting to prevent their neighbors from expanding their homes as permitted by the current zoning laws. Some community members have tried to block such construction by unjustifiably claiming historic preservation concerns, when in fact they simply want to stop their neighbors from blocking their view. In these situations, I explain that properties' zoning is public information, and that **before** buying a home, people should research surrounding properties' zoning and consider the possibility of their neighbors one day blocking their view. When we allow home owners to prevent their neighbors' zoning-compliant development, we effectively allow the first homeowner to take the second homeowner's property. Doing so would create uncertainty in existing property rights and decrease the value of **all** DC property.

Name: *Ian Simon*

ANC and Single Member District: *2F06*

Many types of users complain about Logan Circle, but it's particularly dangerous for pedestrians. Do you support street redesign and other traffic-calming measures to make it safer?

The traffic around Logan Circle is far too dangerous for pedestrians than it should be. Identifying and implementing the necessary traffic-calming measures will require cooperation from multiple entities, including city and National Park Service officials.

Would you encourage or discourage the creation of a mid-city Business Improvement District? Why?

I would encourage the creation of a MidCity BID, as long as the interests of the community and small business owners are preserved through significant membership and enfranchisement. If governed with these interests in mind, BIDs can be agents of change for improved public safety, small business development and community enhancements.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

What will you do as commissioner to address crime and public safety concerns in your community? What is your opinion of the NEAR Act, and how will you engage with it as a commissioner?

I support many of the initiatives in the NEAR Act, including training for MPD officers on community poling, pairing mental health professionals with police officers for some types of incidents, and improving data collection to improve policing, accountability, and transparency.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

[did not respond]

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

[did not respond]

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

[did not respond]

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

[did not respond]

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

[did not respond]

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

[did not respond]

Name: *Janice Ferebee*

ANC and Single Member District: *2F08*

Many types of users complain about Logan Circle, but it's particularly dangerous for pedestrians. Do you support street redesign and other traffic-calming measures to make it safer?

Yes. I have seen the escalation of hazardous walking conditions for pedestrians, on sidewalks and crossing the streets.

Would you encourage or discourage the creation of a mid-city Business Improvement District? Why?

I would encourage the creation of a mid-city Business Improvement District. Taken from your site, I agree with this statement - "As a homeowner and employee of two businesses in downtown Silver Spring, I'm open to the idea of an organization whose sole purpose is to care for and promote the neighborhood I live and work in." What would be the boundaries of this BID?

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

I am concerned that bikes and scooters have become hazardous when used on sidewalks (unfortunately, many of the individuals I encounter riding bikes and scooters on sidewalks are inconsiderate and create dangerous situations). My SMD happens to be part of the "Central Business District," where it is illegal to ride on the sidewalks, although NO ONE PAYS ATTENTION TO THAT BIKE LAW * IT IS NOT ENFORCED * THERE ARE NO CONSEQUENCES! I would support banning cycling and scooter riding on sidewalks in Ward 2, and, for responsible training of cyclists and scooter riders to learn how to ride safely in the streets.

What will you do as commissioner to address crime and public safety concerns in your community? What is your opinion of the NEAR Act, and how will you engage with it as a commissioner?

As a commissioner in 2F-08, I would continue to be present at ANC2F meetings to hear the monthly police reports; stay connected to our police officers outside of the ANC meetings; attend our Public Safety meetings (inviting members of 2F08 to the meetings); make sure to stay connected to the residents in my SMD and share tips shared by MPD. I am in favor of the NEAR Act, and support the consistent, full funding of the initiative. On paper, it seems to be a holistic answer to addressing crime and public safety. As a commissioner, I would stay abreast of the initiative and how it affects Ward 2, SMD 2F-08, in particular. I would want to know how

residents (at-risk for getting into trouble/who need help), and residents (those who want to maintain their safety), can benefit from the initiative.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I would want to know what ways there were to compromise. There are already far too few on-street parking spots, and this type of construction would also be a time-consuming headache. I might propose that the route to improve bus transit and/or bike infrastructure be reduced in its scope to save some of the much-needed on-street parking, but, allowing for some new infrastructure to accommodate bus transit and bike lanes.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

As a supporter of banning bikes and scooters on sidewalks in Ward 2, I'd like to see bike/scooter lanes strategically placed throughout the Ward so that bikers and scooter riders can safely use the streets. The top Vision Zero priorities for my 2F-08 community, would be EDUCATION & ENFORCEMENT (although too late to become part of the Public Outreach process, find out about its recommendations; recommend a Ward-wide & City-wide media campaign; signage; radio messaging; bus stops and on the side of buses).

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

ANC 2F could make sure renters are aware of and attend the annual Office of the Tenant Advocate Summits; organize tenant associations to stay abreast of the issues; encourage residents to attend DC Council hearings related to affordable housing issues/testify when appropriate; and, foster mutually beneficial relationships with building owners/companies/landlords to help keep a percentage of the rental stock AFFORDABLE! To contribute our fair share of AFFORDABLE HOUSING that our growing city needs, I support keeping landlords from hiking up rents (up to 30% or 125% for improvements when a tenant moves out).

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

We have an issue with sex workers and pimps (on the street and in high-end hotels) in our neighborhood. The police department has done an outstanding job to eliminate the nuisance, but, "the world's oldest profession" isn't going away without a fight. I would like our community rid of that population (sex workers and their pimps/whether on the streets or in high-end

hotels), with ways to help those who want to get out of the business, and ways to deter the "johns."

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I believe I am the best person to represent my SMD at this time because I have lived in the community for over 20 years and have been an active member of ANC 2F. I have been president of my tenants' association for 8 years, and know the issues in our neighborhood. I also have a good relationship with our Ward 2 Councilmember and Director of Constituent Services, and, I am familiar with other important DC government agencies that can help with community needs. My vision for my ANC in two years is to have more residents registered to vote; a way to involve more residents in ANC meetings and process; be on the road to increased public safety and better/safer sidewalks and streets; and, responsible development.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I would give that community member an opportunity to voice their position - then, point out the pros and cons of their position, and why it does not benefit the greater good of the community. Thank them for their input and ask them to continue to stay involved.

Name: *Kevin Wenzel*

ANC and Single Member District: *2F08*

Many types of users complain about Logan Circle, but it's particularly dangerous for pedestrians. Do you support street redesign and other traffic-calming measures to make it safer?

Logan Circle is a great asset to the neighborhood and everyone deserves to enjoy it safely. I would certainly support an evaluation of the speed, patterns, and other traffic characteristics to determine if there are better ways to design the circle so that no one feels in danger when crossing to the park or commuting along its perimeter.

Would you encourage or discourage the creation of a mid-city Business Improvement District? Why?

We all benefit from having access to a vibrant commercial corridor along 14th street and beyond. A Business Improvement District, when implemented well, can be an effective way to continue to build and sustain those corridors as fun, safe places for neighbors to visit. With that said, my time on the Alcohol Policy Committee has confirmed for me that development works best when it is a partnership between the business community and all of our neighbors. I would encourage any proposed BID to engage thoroughly with the community to ensure that their goals are aligned both in the short and long terms.

What are your hopes and/or concerns when it comes to dockless bikes and scooters? There is a proposal to ban cycling and scooter riding on sidewalks in Ward 2, what is your position?

My hope is that dockless bikes and scooters can be safely and efficiently integrated into our transportation system as a convenient option for residents to get around. However, my first concern is that they have not been safely integrated into the system: I have several times as a pedestrian had close calls with both bicyclists and scooter-riders, and I know I am not unique in that experience. My second concern is that they have not been efficiently integrated into the system: since they are dockless, I often see bikes and scooters placed in areas that are particularly inconvenient to pedestrians. I would like to see more of an effort on the part of the companies that provide these modes of transportation to demonstrate good neighbor best practices on the proper safe use and storage of dockless bikes and scooters. As for the ban on sidewalk riding, I am curious what enforcement of such a policy would look like, but I do believe more education on those good neighbor best practices could go a long way in sharing our commutes safely.

What will you do as commissioner to address crime and public safety concerns in your community? What is your opinion of the NEAR Act, and how will you engage with it as a commissioner?

One of the most important roles of ANC 2F is the MPD reporting that takes place at the monthly public meetings. That agenda item shows both a commitment to transparency by MPD and ensures that neighbors and MPD are working together. It also serves an important accountability role on the part of the commissioners, and I would continue to give voice to neighbors' concerns about crime in and around Logan Circle. I believe the NEAR Act includes several fresh approaches to helping solve crime, and as a commissioner I will advocate for its continued full implementation and close tracking of its results.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I operate from a "seek first to understand" philosophy. My approach would be to assess the tradeoffs and the relative impacts, both positive and negative, that would be felt by neighbors in each scenario. I would supplement that analysis with conversations with my neighbors to make sure that I've taken as much information into account before coming to a decision. Finally, given that there are tradeoffs involved, I know that everyone will not be satisfied with the outcome, no matter what is chosen. In that kind of scenario, close project tracking and periodic follow-up with the stakeholders involved is critical to the continued harmony of the community.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

In 2F08, the intersection of Massachusetts Ave, 11th St, and L St NW has always seemed dangerous to me. I have witnessed reckless behavior by drivers, bikers, and pedestrians alike attempting to "beat the light." Although we have a crossing guard to help navigate when Thomson Elementary is in session, I think it would be worth exploring having a longer-term crossing presence there to help ensure the safety of all those navigating that tricky intersection. Further, the crossing signals and traffic lights should be reviewed to ensure their calibration provides the best harmony for everyone on their commute. 2F08 and 2F05 also share an intersection, 14th and K St NW, that had one of the highest rates of pedestrian crashes in DC in 2017. In order to make Vision Zero a reality, there will need to be a tight coordination of all commissioners and relevant city agencies to advocate for the continued safety of all of our neighbors.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Housing affordability is a persistent challenge that many, and perhaps most, residents of Logan Circle have dealt with personally. Between high rents and even higher barriers to buying a home, it feels like it gets more and more difficult to move into and stay in the neighborhood year after year. As mentioned previously, development works best when it is in partnership with the community, and I believe it is possible for Logan Circle to be a growing community that welcomes new neighbors while also preserving the character that makes it so special. Engagement at all levels is critical to the success of any such program, and I look forward to having conversations in the coming weeks on how to make that vision a reality.

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

In my conversations with neighbors over the last several weeks, Logan Circle's lingering problem with prostitution continues to be of concern. Newer neighbors are often surprised at the persistence of the issue, which seems like it would more likely be a problem of the past. I think we need police enforcement that is respectful, and that also ensures that the issue is solved rather than being simply displaced from one street to another neighboring street. I think this is accomplished at the ANC level by advocating for new approaches, and frequent conversations between MPD and the ANC to assess the effectiveness of those approaches.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have had the privilege of serving ANC 2F as an at-large member of the Alcohol Policy Committee since January of last year. While on that committee, I have grown to love the engagement of our neighbors- homeowners, renters, and business owners alike- and the impassioned way so many advocate for the neighborhood they love. The issues put before that committee have much more to do with community than just the issuing of the liquor license. They are about the ways in which we can come together and stake out common ground on issues that carry great meaning to one's day to day enjoyment of the place they call home. I believe my committee experience has equipped me with the skills necessary to carry that neighborhood advocacy to the commissioner level, and I look forward to an ANC 2F in 2 years where more members of our community are involved in those kinds of conversations with their neighbors, too.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I will strive to lead as mentioned before- first, by seeking to understand the issue from as many perspectives as possible, and second, by providing the space for folks from different perspectives to hear one another. As with the scenario presented before, it is likely that no single perspective will feel that they have “won,” but I will ensure that each will feel that they have been heard and treated with the respect that all neighbors owe one another.