












GREATER GREATER WASHINGTON

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

2020 Greater Greater Washington ANC Candidate Questionnaire

Ward 2 Responses ( = Endorsed by GGWash, * = Great Answers)

Name	ANC & SMD	Contested?	Our view
Joel Causey	2A02		*
John George	2A03		
Trupti Patel	2A03		
Jeri Epstein	2A06		*
Matthew H Sampson	2B01		
Daniel Warwick	2B02		*
Robin Nunn	2B03		
Mo Pasternak	2B04		
Diane C Quinn	2B04		
William Herbig	2B05		*
Mike Silverstein	2B06		
Matthew Holden	2B08		*
Kyle Mulhall	2B09		
Elizabeth Miske	2C02		
Gigi Nelson	2C03		
Ashley Warren	2D01		
Christopher "Topher" Mathews	2E02		
Gwendolyn Lohse	2E06		
Elizabeth Miller	2E07		*
Brian Romanowski	2F01		*

Michelle Yan	2F03		
Sherene Joseph	2F05		
Ron Rubin	2F05		
Rehana Mohammed	2F07		
Alexandra Bailey	2F08		

Joel Causey

ANC and Single Member District: 2A02

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

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

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

Dedicated bike lanes with adjustments to traffic signals to slow traffic along road ways deemed to have higher speed rates of travel. In addition, the implementation of crosswalk warning signals in crosswalks not located on corners.

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

The ANC meetings being moved online has excluded many persons who have found technology challenging. I would like to see the ANC meeting be held in person with a limited audience by appointment only with social distancing. However, still broadcast on a virtual platform for others.

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

I do support housing for our lower income residents. These people are the core of our city and many have been pushed out over the years but still take long trips into DC to work in lower paying jobs. My ANC would be in support of seeing more mixed affordable housing.

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

I believe this is something that will need to be monitored based on future traffic. We live in a unique time where no one can truly predict what the future holds. I think each ANC should carefully examine the needs of the community while ensuring we don't create a traffic nightmare which would run off businesses.

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

Sidewalk, Francis field repairs and homeless citizens are tied for first place among the constituents I have talked to in my SMD. I hope to solve many of these issues by partnering with DMPED to promote an improvement district. These strategies could be implemented by the end of 2021 to revitalize business ilost during Covid and attract new businesses to the area while repairing our infrastructure. As well as working more closely with our homeless citizens to get them into shelters or mental health programs as needed.

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

I have experience in navigating DC government agencies. I have a strong development and construction background, having been in the industry for nearly 20 years. I am experienced in managing large, complex, multi-use development projects. I am a previous business owner who has owned and operated businesses in the District of Columbia, I want to make my neighborhood , my home safer, cleaner and work to ensure repairs are completed in a more timely manner.

8) Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?

Although I would have rather seen two way bike lanes on a single street, I feel this is a small step in the right direction for bike safety.

9) What do you hope comes out of DDOT's Pennsylvania Avenue West Streetscape Project?

I hope to see great improvement for safety and travel for bike riders, pedestrian as well as more restrictions on vehicular traffic.

John George

ANC and Single Member District: 2A03

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

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

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

I think adding bike lanes or increasing the size of sidewalks is a great idea depending on the street and area of town. For wider avenues or streets in busier parts of the city - YES. However, for quieter parts of the city in residential parts where parking is scarce, I do not think parking should be removed.

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

I like that the ANC meetings have moved online, however it is difficult to know who from the community is participating. We only see the commissioners. It would be helpful to know how many are logged on. At an in-person event, you know immediately. I would like to see both in-person (when the time is right) and on-line options for better transparency.

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

Yes, I support this initiative. Our SMD has several rental apartment buildings where units could be offered (perhaps as a % of total units). I also think that new commercial office space projects or commercial real estate projects should contribute to the housing stock as part of the project (if creating housing units) or in cash for a perpetual fund (in the case of creating commercial office space). I also think that if commercial office building space is changing because of work habits related to the pandemic, that perhaps part of space could be changed into affordable housing units.

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

I think there has to be a holistic examination. On a nice evening, DC is a great place for outdoor dining, however, we also live in a popular walkable city where people need a safe place to walk. I think designating clear walking paths and allocating temporary parking spaces for pick-up/drop-off is needed. However, I think there has to be a balance with traffic and congestion. No one likes honking horns or blocks and blocks of stop and go traffic. I would study the specific areas most impacted and determine if changes should be made - perhaps more one way streets - if that's possible

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

Maintaining quality of life in our SMD. Every resident and homeowner wants a nice place to call home. We want to make sure we have great surroundings, restaurants, retail, and conveniences like groceries, pharmacies and more. We must be mindful of the evolving issues at hand. Issues include street/sidewalk/lighting maintenance; litter; graffiti; rat overpopulation; green-space maintenance and beautification; dog park renovation; and children's park maintenance and assistance with transient and homeless populations. This requires collaboration with all SMD commissioners as well as city officials. I have tackled many of these issues over the years and I am a community-minded member who uses both hands and head to get things done. I want to represent my community in an elected position so all voices can be heard.

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

We need a commissioner who knows the neighborhood very well and will use their experience in business and the community to listen to all perspectives; collaborate across all SMDs; fairly evaluate options; ask tough questions; make informed decisions and be transparent and available to the community. Being a resident/homeowner in this SMD for over 24 year who also has 35 years of business experience, I am the best candidate to do this job.

- 8) Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?**

I think there has to be a holistic examination. On a nice evening, DC is a great place for outdoor dining, however, we also live in a popular walkable city where people need a safe place to walk. I think designating clear walking paths and allocating temporary parking spaces for pick-up/drop-off is needed. However, I think there has to be a balance with traffic and congestion. No one likes honking horns or blocks and blocks of stop and go traffic. I would study the specific areas most impacted and determine if changes should be made - perhaps more one way streets - if that's possible.

- 9) What do you hope comes out of DDOT's Pennsylvania Avenue West Streetscape Project?**

I hope the project moves forward quickly. I attended the September 2020 ANC meeting where plans were discussed and I reviewed the project website. I like the plans. I hope that with success in that section of the project - it would lead to a similar transformation of Pennsylvania Ave NW to the west of Washington Circle. The area at 24th and Pennsylvania Ave NW needs review and improvement.

Trupti Patel

ANC and Single Member District: 2A03

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

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

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

Community outreach is the best approach to change in the community. It helps fight misunderstanding and also the community can communicate solutions rather than settling on problems. Community outreach can lead to the consensus to make sure transportation infrastructure projects are timely and integrate the needs of everyone.

In ANC 2A, I voted in favor of the protected bike lanes on G street, and 20th/21st street NW. ANC 2A has a mix of students, homeowners, and renters with different views on transportation infrastructure. As a commission, we decided that a protected biking infrastructure integrated the needs of the community and the city. The Commission worked with the community to propose streets for DDOT to utilize that still kept valued and accessible infrastructure for older adults and people with disabilities. . I personally feel very strongly about bikers and pedestrians feeling safe. I know of too many stories involving pedestrians and bikers dying due to the lack of protected infrastructure. As a Commission, we passed resolutions outlining the recommendations that came of consensus-protect our community from danger

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

ANC meetings moving online is a boon by including more people in our meetings. ANC 2A has doubled the average number of attendees and increased participation. People who were not able to attend for one reason or another now attend.. As for transparency, this makes it easier for the public to review our meetings at their convenience with both audio and visuals. And, easier for members of the media to see for themselves the dialogue and exchange amongst commissioners and community members. Once safe to hold meetings inside and the pandemic eradicated, our ANC meetings should offer a blend of in-person and live streamed access.

However, the online presence of the ANC is not perfect. Our meetings still are not transcribed nor have interpretive services. That failure is why I am happy with the passage of the Establishment of the Office of the Deaf and Hard of Hearing at the DC Council. We should look to do more for inclusion, accessibility, and transparency and not settle on where we are now.

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

I absolutely support this initiative. ANC 2A's goal is not only to make sure that the 12,000 units are built, but to push for more affordable housing. Ward 2 has the highest rate of homelessness in the city - unconscionable. More affordable housing can rehouse people experiencing homelessness and prevent future housing crises from evictions. The role that ANCs play is effectuating shared community understanding and responsibility of affordable housing and its benefits.

The way my neighborhood could contribute to its fair share of the housing our growing city needs is to see that some of the large multi-unit buildings qualify to be deemed as low-income housing. The city could also incentivize more of a mixed income to come into neighborhoods by offering better loans and tax breaks.

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

It should be a case-by-case basis. Some restaurants and neighborhoods do not have enough physical space on their sidewalks to support safe physical distancing and outdoor eating. If health measures can be maintained, along with adequate personal protective equipment (PPE) provided to service workers, I would support expanded outdoor table service. I know that the District has allotted \$4 million dollars to help with offsetting the costs of winterizing. These funds were misprioritized- such funding should relieve excluded workers and hospitality industry workers of their health and cost burdens.

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

For me my biggest concern is for my population of older adults. I want everyone to age with dignity. With the incremental increase of property taxes on homes, it's getting harder and harder for them to afford to stay in their homes. They are making choices between the increasing costs of food, medication and a tax bill on limited income. We need to make sure that everyone who is currently housed stays housed.

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

In the words of Justice Ruth Bader Ginsburg: I've taken what skills and talents I have and chose to serve my community. Representing, advocating and being the voice of nearly 2,000 people are not things to be taken lightly. I need to balance the voices I do hear against the ones I do not hear. I lead with a lens of how will this reflect upon our ward and our city.

- 8) Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?**

Yes, I support the protected bike lanes for 20th and 21st Street NW and voted "yes" on the resolution on this issue in ANC 2A. I supported the resolution on the G Street protected bike lanes that was put forward by Commissioner James Harnett (2A08) to help create and connect a city-wide protected bike lane network.

To delay the completion of the already approved bike lanes is stopping us from being a more climate friendly city. Leaving incomplete webs of protected access for cyclists around the city, we fail at our responsibility to keep people safe.

As part of the ANC, I continue to look for opportunities to expand that protected network on other roads and major corridors in our neighborhood.

9) What do you hope comes out of DDOT's Pennsylvania Avenue West Streetscape Project?

I hope that the project, in addition to adding more greenery to the area, will improve the safety for pedestrians, cyclists, and scooterers. I supported the project twice—in July 2019 and September 2020. Even when DDOT told us they had done all they could in these designs to keep people safe, we pushed for widening the planned separated bike lanes: leveling them with the sidewalk, transitioning even more space away from parking private vehicles, and called for immediately implementing a road diet.

The deaths of Thomas Dwight Spriggs and Jesus Antonio Llanes-Datil in James Monroe Park at the hands of a speeding driver last year were preventable. Calling for Vision Zero isn't good enough. Those calls need to be followed up with swift and decisive changes to our infrastructure to keep people alive.

Between now and 2024—the expected completion of this project—I will reinforce my calls to DDOT to immediately implement a road diet, with lane reductions and parking restrictions, so that another tragedy can be prevented from befalling our community over the next four years.

Jeri Epstein

ANC and Single Member District: 2A06

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

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

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

Absolutely. Look at the DDOT plans for the K Street Transitway

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

I miss seeing people face to face but the Zoom calls make government accessible to people who are at home or traveling.

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

I definitely support this initiative. 2A is built up and doesn't have a lot of space for new buildings. Some of our buildings are allocated for students. If "how people attend universities" changes due to COVID, there may be opportunities to convert buildings to subsidized housing. We can review some senior citizen buildings to see if subsidies or similar accommodations can be considered.

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

Yes, with modifications. A lot of the expansion into the streets was ad hoc and did not take into account persons with disabilities who need to use the sidewalks. If this practice becomes more permanent, and restaurants add heat lamps to allow diners to

continue outdoors later into the year, the city should send inspectors to review the changes and ensure adequate sidewalk space for pedestrians.

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

Adequate care for homeless individuals. This is not easy because many of them refuse assistance. The city makes great efforts to help the homeless. I have met their outreach people who are caring, compassionate and well-informed. 2A06 has a very large homeless population. Although city services, including shelter and food are offered to the homeless individuals, many are afraid to take part in them. We need help in making the shelters safe, healthy environments. We need to reshape the public image of these facilities. There are some people who will never leave the streets but we can continue to try to help them.

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

I have been the Commissioner for my SMD for two years and have endeavored to balance the needs of businesses, residents and the homeless. We have made progress as a community and I am fortunate to be running unopposed for an additional two years.

8) Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?

Yes. I believe DDOT already has budget approval for these lanes. I had a minor part in the planning process.

9) What do you hope comes out of DDOT's Pennsylvania Avenue West Streetscape Project?

I am excited about the vision for a walkable streetscape that includes plenty of space for bicycle and public transportation.

Matthew H Sampson

ANC and Single Member District: 2B01

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

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

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

The best way to approach improvements to pedestrian and bicyclist safety is transparency. Neighbors deserve to know what is being changed and to share input on how the changes would impact them. Data is critical for transparency as well. It is important for elected leaders and DDOT to come to the table with important data points that can help neighbors understand the tradeoffs. I personally worked with neighbors, other commissioners, and a committee on the 20th/21st Bike Lane project, one where there were opponents to the project due to the loss of parking. I also successfully pressured DDOT into installing pedestrian curb extensions in three intersections in my district: 19th and S, 20th and S, and 20th and T. The future of our city has less parking for cars, and I'm committed to making sure the right balance is reached so we can move forward, without delays, with safer streets for everyone.

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

Speaking from my experience with virtual ANC meetings, I think it has generally improved accessibility, with some caveats. Virtual meetings have enabled some of my constituents to provide a direct comment in a public setting from afar. Meetings can now be recorded with a simple press of a button. Arriving at meetings is as simple as clicking on a link and being admitted into the Zoom call. On the other hand, meetings now require a robust internet connection, which is not always available for some of my constituents. Some important democratic processes have been hampered by the lack of in-person meetings, like voting for a replacement commissioner when one resigns. From my perspective as a deaf commissioner, virtual meetings have made it easier for deaf people to participate. For instance, ANC 2B has provided real time captioning for most meetings since I was sworn in. These captions are available to everyone at the meetings, but since virtual meetings have begun, the process for accessing the captions have become much simpler. People like me no longer have to bring a laptop or phone to meetings to be able to watch the captions. Furthermore, two ASL interpreters can serve all potential deaf viewers, whereas with the in-person set up, accessibility coordinators must be mindful of where the interpreters are sitting.

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

I greatly support this initiative. I only wish it went further in providing more deeply affordable units. There are only 34 affordable units in the entire ANC 2B area. Due to inclusionary zoning rules and historic preservation rules, it is difficult for individual commissioners to add more affordable units. One innovative way to encourage new market rate units in my district, while honoring historic preservation, is to convert townhouses into multi-unit buildings. Depending on the size of the townhouse, we can gain 3-10 market units while preserving the façade. In this way, we can honor constituents' desire for historic preservation, while providing housing for more people that reduces the pressure of gentrification in other parts of the city.

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

I am very supportive of the streatory initiative, and I support extending the idea beyond the public health emergency. Parklets have long been a concept pushed by livable city advocates in part because converting car storage into spaces that people can use is a great way to make the city a more attractive and exciting place. Humans are social creatures, and in spite of the pandemic, it is still exciting to see so many people enjoying local restaurants safely. I would strongly urge the Mayor's Office and DDOT to consider where they can convert more car storage into human spaces, especially outside of the purview of the pandemic response.

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

The most urgent issue of our time is climate change. As the effects of climate change intensify, we will have to work in tandem with constituents, other commissioners, and the DC government to address unexpected impacts. Moving forward, we must take advantage of every opportunity to reduce our carbon emissions on an individual and collective level. This impacts almost every decision made by commissioners and the DC government. For example, after the death of Carlos Sanchez-Martin, DDOT was unable to provide any safety upgrade to the Circle that would enhance protections for pedestrians. This was a missed opportunity for the city to fight for Vision Zero goals, as well as to promote a carbon-free transportation option. I am fearful of the long term, unanticipated effects of climate. People will be forced to move when certain parts of the world become uninhabitable, and I hope to promote a culture where we embrace those refugees with open arms and love.

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

My votes, while they reflect my values, have also been shaped by the input of my neighbors. I put a high value on the thoughts and feedback from my constituents, even people I disagree with. We cannot fight climate change unless we show that we can collaborate together to come up with solutions that work for all of us.

- 8) **Do you support the 17th Street NW bike lanes? Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?**

I worked to solicit input on the design of the bike lanes to ensure that they were acceptable for my constituents. I helped reach a compromise between bike advocates and my constituents to settle for the 20th protected bike lane. I voted to support both protected bike lane projects. As with all things local government, the best way to ensure that they are completed on time is with persistent follow up.

9) There are many vacant storefronts in Dupont Circle. How would you like to support efforts to ensure that landlords rent or lease vacant storefronts?

Dupont Circle has long been a commercial hub for DC. As more neighborhoods like Navy Yard or H Street grew over time, it introduced more competition for Dupont. One such effort is supporting the new Dupont Circle BID in their work. The BID encourages landlords to break out of Dupont's traditional commercial patterns and encourage new businesses to attract people from around DC. Another possible effort would be to expand certain grants to support local or minority-owned businesses. During the pandemic, businesses will need a flexible local government that is willing to be nimble and understanding about the needs of businesses to serve our community.

Daniel Warwick

ANC and Single Member District: 2B02

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

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<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
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<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

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

Throughout my six years on ANC 2B I have been proud to support bike lanes on 20th Street and 17th Street, as well as bus lanes on 16th, H, and I Streets. The majority of Dupont Circle residents don't use cars for their primary means of transportation and the ANC should be making decisions that support the majority of our neighbors who are walking, cycling, and taking transit rather than the minority dependent on street parking.

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

The move from in person to virtual meetings went well and has opened new opportunities for accessibility. I miss some of the spontaneity, and ability to have brainstorming style discussions which involve members of the public, and frankly the conversations that neighbors are able to have with applicants and presenters just outside of the ANC meeting in person. We miss some of that connection while meeting virtually. Hybrid meetings are a completely different animal than either strictly virtual or strictly in person meetings, and I'm not sure how practical they will be moving forward when we hopefully get to post-Covid.

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

I am proud to support the Mayor's 36,000 by 2025 initiative which also requires the production or preservation of 12,000 units of dedicated affordable housing. To get there, ANCs need to be anti-obstructionist. There are good reasons for ANC review of projects, but the conversation can't be "yes" or "no" on development, it should be about review criteria and ways to support housing and affordable housing.

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

Streateries should certainly continue until 100% occupancy is allowed indoors. I was proud to be the lead author and supporter of ANC 2B's resolution in support during our September 2020 meeting:

<http://www.dupontcircleanc.net/wordpress/wp-content/uploads/2020/09/ANC-2B-RESOLUTION-Extension-of-the-Time-Period-for-Streateries.pdf>

I think once streateries are around for a year or more people will accept them as part of the public space and it will be easy to keep them.

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

The West Dupont Circle Moratorium Zone has essentially gone away as an active topic, but last year the ABC Board, at the ANC's request, extended the revised moratorium. I'm supportive of the revised moratorium which only restricts nightclubs (compared to one that used to restrict all forms of licenses). Additionally, we got the ABC Board to include an explicit carveout to let Dupont Underground get a nightclub license if the operator ever wishes to get one and can gain one from the Board.

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

I am a long-term GGWash reader, volunteer, and contributor and have represented my SMD well since 2015. I strive to bring people together and form consensus around issues -- it generally works with some notable exceptions. Furthermore, somewhat ironically given my age, I'm becoming one of the people with institutional memory of the fights that were fought before and continue to play out in similar ways but with different actors today. Based on those who filed for ANC next year, I have the potential to be the 3rd longest tenured Commissioner in the Ward and look forward to continuing to serve the Dupont Circle neighborhood.

- 8) **Do you support the 17th Street NW bike lanes? Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?**

I voted in support of both projects. Much to my chagrin, there's not much an ANC can do to ensure agencies complete projects in an expeditious manner, though I look forward to continued updates and construction from DDOT.

- 9) **There are many vacant storefronts in Dupont Circle. How would you like to support efforts to ensure that landlords rent or lease vacant storefronts?**

Vacant storefronts come as a result of supply and demand. I think we need to both recognize that landlords should move their supply curve and lower rents to current market prices while also supporting investments that grow the demand side of the equation. The Connecticut Avenue Deckover and Streetscape is an important project that will bring people to the neighborhood and catalyze demand for retail in Dupont Circle. Additionally, more housing and general activity in the neighborhood will create more consumers for retail and reduce vacancies. I'm also proud as an ANC regarding my work with the newly formed Dupont Circle BID that focuses on these issues every day.

Robin Nunn

ANC and Single Member District: 2B03

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

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

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

One of the most difficult aspects of city design boils down to the availability of space. More specifically, city planners go to great lengths to find a balance between the utility, aesthetics, and fairness of public spaces. In the latter half of the 20th century, a great emphasis was placed on the utilization of space for the parking and operating of vehicles. However, we find ourselves in a society that recognizes the need to shift the allocation of space away from vehicles and back to pedestrian uses, while minimizing the impact on vehicle utility. I believe that space can be made to improve public transportation, and make alternative methods of transit safer. On busy streets, residents may seek alternatives that improve pedestrian safety. While, on more residential streets, residents may want to discuss increasing transit options. Losing some on-street parking is a natural consequence of improving pedestrian safety and increasing transit. If done properly we, in the aggregate, should need fewer cars as a result of alternative transit infrastructure improvements.

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

This is an extremely important positive development in inclusion and accessibility for all constituents to participate in our democratic process. This should take place not only in a pandemic, but all the time. Our fellow neighbors are busy with work, children, parents, and the need to quickly jump on a computer or phone to participate in an ANC meeting is an important step forward. We must also make sure the ANC meetings are friendly to all people no matter their circumstances or disabilities. We must also ensure every voice has the right to be heard. During this time, we must put measures in place to provide a portal in which those unable to participate can be heard. Residents should be able to get in touch with their ANCs in an easy way. I will be proactive and available 24/7 via phone, email, social media, internet and in person. I would seek ways to invigorate interest in ANCs and neighborhood initiatives.

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

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

One of the tragic revelations from the pandemic is the enormous inequality that most of our fellow Americans suffer in this day in age. There is an inherent problem in our society when a sliver of our population owns more wealth than more than half of the population combined. Affordable housing is a major crisis in most urban American cities. The average American is having to work two or even three jobs just to be able to meet the demands and skyrocketing prices of living in the city. For these reasons, I fully support Mayor Bowser and her initiatives to bring housing affordability to the District. It is vital that we plan for the future housing needs of the District now. I support any initiative that equitably provides housing for those who have been displaced by rising rents and lowered incomes. As a neighborhood commissioner, I would make it a priority to identify programs and resources to help take the immense burden off of individuals and families struggling to afford a place to live. We must ensure that more housing is available, but we must also demand that such housing is sustainable in the long-term planning of the city. Mixed income housing, in particular, holds a unique promise for promoting upward mobility by providing affordable housing and safer neighborhoods. We can increase density without ruining the historic character of the neighborhood.

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

Too many decades have passed for the public consciousness to recall a time where streets were primarily utilized by pedestrians, and driving a vehicle was seen as a luxury. Today, we are shifting the percentages back in the favor of community members, visitors, and small businesses. I believe that we should continue to utilize sidewalks for “streateries” and other in-person activities, instead of returning the entire space for driving. A city with less single-passenger vehicle use has cleaner air, less noise, and is safer. While we have to ensure the city blocks are still accessible to vehicles, now is the time to restore a better balance. Americans need to adapt to our changing urban centers. We once just poured concrete all over the cities building more and more roads without taking into account that people walk, bike, run, and need space for leisure. In a way, I view this as taking back our cities or evening the playing field between the need for cars and roads and basic human activities. We’ve seen the transformations of old forms of transportation like the highline in NYC or our very own 11th Street Bridge Park being converted into a multi-use space for people, not cars. I strongly support considering turning these spaces into pedestrian usage when it makes sense taking into consideration the warmer and colder months.

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

Pedestrian deaths have gone up with the pandemic, our Slow Streets are not enforced and people don't feel comfortable walking in them, and safe infrastructure projects get held up with polarizing neighbors on all sides. When I talk with neighbors, everyone agrees that safer streets is a universal goal. Ross Elementary School is around the corner from me and parents want safer sidewalks and crosswalks for kids going to school. 17th Street is the street I live on, and with all of the competing uses of the street, the safety of people, regardless if they're walking or biking is and always should be the top priority. My mother was killed by a speeding driver so this issue is very near and dear to my heart. With every street change before the ANC, I will make sure that pedestrian safety is paramount.

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

I was born and raised in the Washington area and have lived in Dupont for many years. As a strong believer in community building, I have used my law degree to provide much needed legal representation to low-income residents. Additionally, I have served as the lean-on consumer protection initiatives, helping hundreds of people better their lives. In the face of a global pandemic, Dupont needs an engaged, trusted, and results-driven leader to fight on their behalf and I believe I am that leader.

8) Do you support the 17th Street NW bike lanes? Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?

I support any addition of street infrastructure that increases safety to all road users, including the 17th and 20th/21st Street protected bike lanes. Using bikes as transportation or for recreation have so many benefits over motor vehicles. To ensure that the lanes are completed on time, I support applying appropriate pressure to those accountable for their creation. Consistently and frequently checking in on the progress of the lanes, then relaying that information back to the public is the first step in that process. Furthermore, if the lanes are postponed for an inadequate reason, I would organize a community response to the delay. It is important to keep the schedule on track by ensuring continuation of planning design meetings and approvals required. Enforcing the tight deadline and meeting the required notices to start and complete construction of the project. The lighter traffic due to the pandemic might help speed up the process and finish the project earlier than planned.

9) There are many vacant storefronts in Dupont Circle. How would you like to support efforts to ensure that landlords rent or lease vacant storefronts?

I am running to represent Dupont Circle, and I understand the challenges it faces. The global pandemic is reshaping the global, national, and local economy into something that we may not be immediately accustomed to. I am passionate about encouraging small businesses and local entrepreneurs to invest in Dupont Circle through community tax incentives tied to sustainability, innovation, and benefit to the community. We want to encourage community members with fresh ideas to utilize the space available but also improve access to the area for new customers. Such spaces could be used for healthcare access, education, entertainment, self-improvement and community building. I see great potential in Dupont Circle, but we need the right leadership in order to tap into it. I believe I have the toolset and the experience necessary to help revitalize the area. We should engage the property owners as we'll likely lose 35% of our businesses. The initial step should be to convince landlords to keep our commercial strips vibrant by being extremely flexible on who they rent to, how short their leases are, and how much they charge. We should encourage new types of leasing arrangements with less risk and restrictions. We should propose multi-use space of the same facility to share the cost. This can change a bit once the pandemic's worst has passed, but in times of crisis the communities that come together for the good of the whole both survive that crisis and then recreate something even better. We need to work with our councilmembers to get better tax incentives passed for landlords renting in innovative ways. We need to support the Dupont BID and Historic Dupont Circle Main Streets to help them enhance our business environment. We should encourage the DC Government to invest in start-ups and credits for small businesses. We need to enact transit-oriented development to increase the number of people who can shop in our businesses without driving to them.

ANC and Single Member District: 2B04

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

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

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

Whenever a change is being considered it is incumbent upon the ANC to reach out to neighbors. Talking to people and informing them of plans and outlined timelines is always important - especially when changes may require the removal of on-street parking. I will use these conversations to highlight the benefits of a proposed improvement and gather feedback to refine the plan. Additionally, I will work to channel support from neighbors. Demonstrating neighborhood-wide support for these projects is essential to keeping DDOT accountable and making sure promised improvements are delivered in a timely manner.

I will champion infrastructure that creates safer and faster transportation, especially since many of these improvements are beneficial even to those who do not directly use them. For example, bus lanes, such as the much needed ones on 16th Street, are often paired with greater enforcement of existing on-street parking rules. Additionally, as bus service improves, more people will opt for public transportation - further alleviating demand for parking. Likewise, improved bike infrastructure will give bikers a better option than riding on sidewalks. Highlighting the secondary and even tertiary benefits will be an important part of my outreach plan.

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

Online ANC meetings are a step in the right direction with respect to inclusion, accessibility and transparency. Online meetings lower the barrier to attend. Those with busy schedules, caretaking responsibilities, or travel plans should not be excluded from having their voices heard. ANC 2B has offered CART service for the online meetings - a necessary service to maintain accessibility for all neighbors. Another benefit of online meetings is the increased ease of recording. Having the meetings recorded and easily accessible helps keep ANC activity transparent and will help neighbors hold public servants accountable. I believe ANC meetings should remain online but as it becomes safer, commissioners should make sure they are available to talk face-to-face with those who prefer in-person conversations.

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

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

I support Mayor Bowser's plan to build additional housing units, though I wish she had laid out a more ambitious goal in terms of affordable housing. It is essential that part of the response to rising housing costs is an increased supply of both market rate and affordable housing units. There's a reason my signs proudly proclaim the need for "Mo' Housing"!

This growth must be spread across the District. ANCs can play a pivotal role in promoting equitable growth rather than allowing the trend of concentrated growth in a few neighborhoods to perpetuate historic injustices.

New developments in Dupont are one way for us to contribute our fair share of new affordable housing. Surface level parking lots are a great place to look as we consider locations for future developments and I will advocate for the construction of housing at these sites.

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

Yes! While the pandemic has been a tragic experience and no level of improved city planning can ameliorate the pain it has caused, it has also presented the opportunity to evaluate how we use public space. The public benefit of streateries and enhanced sidewalks are clear to see and we should continue considering ways to shift the balance away from cars and towards people. ANCs can help with enforcement efforts to make sure streateries do not impede on the accessibility of sidewalks for pedestrians or people using mobility devices like wheelchairs.

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

We must do more to help individuals experiencing homelessness in our neighborhood. When discussing this crisis I think there are a few points that should be understood. It is not good for anyone involved to have people sleeping outside. It is also important to remember that even as homelessness becomes more visible in our neighborhood it is actually declining (or was pre-COVID) in DC as a whole. We must not allow heightened visibility to distract us from continuing to work towards promoting housing and ongoing support. The main role of the ANC in response to homelessness is to advocate for solutions, keep the community apprised of government activity, and connect concerned neighbors with nonprofits working to help. If elected, I vow to do all of these things.

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

I have recognized the importance of public service since my family's home was foreclosed on when I was 13 and it felt like the Government was unconcerned about the plight of its citizens. I wish to build a bridge between the DC government and residents to prevent my neighbors from feeling the same. As DC grapples with the twin crises of housing affordability and climate change, I will support smarter growth across DC and improved public transit to make sure we do our part to create an equitable and livable city for years to come. I understand the power and limitations of the ANC and will work with my fellow commissioners and neighbors to make our community better every single day.

8) Do you support the 17th Street NW bike lanes? Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?

Yes! I support both of these projects and believe that continued pressure on DDOT is necessary to ensure their timely completion. It is important that DDOT hears and adjusts plans based on the concerns of pedestrians, bicyclists, businesses, and

accessibility advocates. It is also vital that supporters push to keep the projects front of mind to avoid the plight of other long-delayed improvements. We cannot allow for these bike lanes to become another white whale in the quest for safer, reliable, and environmentally-friendly transportation options.

9) There are many vacant storefronts in Dupont Circle. How would you like to support efforts to ensure that landlords rent or lease vacant storefronts?

One way to help bring new businesses to vacant storefronts is to support existing local businesses. As potential tenants learn of this support they will be more inclined to invest in our neighborhood. Additionally, I will work to connect property owners with residents to help them get a sense of what business will be well received by locals. Lastly, making our community attractive for new businesses by promoting safe and reliable transportation will help reduce the number of vacant storefronts in Dupont.

Diane C Quinn

ANC and Single Member District: 2B04

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

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

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

There needs to be better signaling for the safety of cyclists and pedestrians to provide alerts, particularly after dark. Due to the housing density, removing of parking spaces needs to be thoughtfully considered. Businesses need access to their deliveries. Due to Covid 19, more people are working from home, the interest in electric vehicles is increasing, and people with compromised immune systems are rejecting ride sharing and public transit. Covid 19 has caused dramatic changes in the economy and the way people are living; any changes in parking spaces need to be thoughtfully considered to assure business interests and residents are not severely impacted and compromised.

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

Virtual ANC meetings allow participation by more residents thus more residents are offered an opportunity to better understand the workings of their government and their representatives, the issues and changes proposed for their neighborhoods, and how their interests are represented. Should ANC meetings return to the former in-person format, I am an advocate for continuing a virtual meeting component for ANC meetings.

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

Housing demands and trends are undergoing major changes due to Covid 19. Therefore Mayor Bowser's proposed goals to build 36,000 additional housing units needs to be thoughtfully revisited to determine what that looks like. More people are working from home thus requiring different accommodations and living space; many residences require a fully operational home office and maybe even a classroom space, for children. National housing trends are changing: adult children are returning to

their parent's home in greater numbers than during the Great Depression; home purchases are on the rise due to low interest rates however houses are being sought in suburbia where there is less population density. In addition, there are projections that a massive number of evictions will be processed in 2021 due to non-payment of rent and job losses.

Should these projections and trends be realized, there will be vacant housing stock and an increased number of vacant units in our existing housing inventory. In that the demands for housing are changing, to attract new residents the current designs for high density developments may need to be re-evaluated. As more people work from home, existing commercial buildings may be available to convert to residential use. In addition, the need to address the increasing population of people without a home is becoming more urgent.

It will be important for the District of Columbia to employ a "person centered approach" such as "trauma informed care" in partnership with its "housing first" program to better address the needs of the growing population of people without a home, living in Ward 2 and across the city. Housing designed for people with special needs would be of significant value in Ward 2.

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

Absolutely

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

I believe in the power of neighborhood voices to shape the future of our community. I am committed to protecting what is successful in ANC 2B04 while working for the future of the neighborhood and city. I commit to listening to residents, to acting ethically as she serves as your representative, and to working and building coalitions to address and solve problems.

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

I have been a home owner in this SMD for over 30 years, living thru the transition from being a sight for "ladies of the night" to its current status as a prestigious DC neighborhood. I am committed to protecting what works well and to working with my neighbors to plan for our future. I am resilient, dedicated and I am effective at bringing people together and to solve problems. I believe in our residents to protect our rich heritage, the environment, the safety of all and to bring the answers for building a solid future. I have extensive management experience in government, the private sector, and in working with non-profits as well as I am a certified human resources professional who offers grants management, community organizing and community liaison expertise.

- 8) Do you support the 17th Street NW bike lanes? Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?**

Bike lanes across the city need to be re-evaluated. I presently live on 15th Street and note that these bike lanes are not properly maintained and are in less demand due to the changes in lifestyles and work patterns. I am in support of what the voting and tax paying residents, living in ANC2B04 have expressed as their need.

- 9) There are many vacant storefronts in Dupont Circle. How would you like to support efforts to ensure that landlords rent or lease vacant storefronts?**

Due to changes in life styles and living patterns, it will take thinking outside of the box to assure these properties become viable, again. It might require seeking a partnership with and assistance from the District of Columbia in the form of small business

grants. Such grants could include an agreement that the business hire District of Columbia residents. It might be appropriate to seek tax incentives from the District for both the landlord and the business owner, to incent the rental of difficult to lease spaces. In Southwest, property managers and developers are leasing commercial spaces to small independent businesses at nominal rates, for the small business enterprise to provide amenities and services to the landlord's clients and/or renters to enhance the attractiveness of that sight. Some local universities seek opportunities for their business students to apply their knowledge; a student might help the landlord develop a Plan of Action to revitalize the area, to re-think possibilities for the property and identify how enhance the site might be revitalized for rental. These landlords will need to work closely with and in partnership with their community and their ANC Commissioners, to re-vision and rethink "what is possible" and then seek new partnerships with the support of both.

William Herbig

ANC and Single Member District: 2B05

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

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

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

This is not a tough choice. We should always seek leverage and align our limited public right-of-way to meet the public need. By deploying an equity based planning model to guide decision-making, we should prioritize improved bus service and provide ample space for people to safely walk and bike. In short, people first, not cars.

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

Online vs. in-person engagement is a false choice. We provide options to vote, (mail-in, drop-off, and in-person). So, why shouldn't we do the same when collecting feedback on policy and development proposals?

As an urban planner working across the country I see engagement in public process increasing as a result of moving online. However, while overall numbers of participants may be going up, there is difference in the perspectives offered in online vs in-person platforms. In an effort to maximize inclusion, accessibility, and transparency we must begin thinking about developing new hybrid approaches to better represent the diversity of voices in our neighborhood.

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

Our city's housing crisis is real and personal. Following a destructive flood of my first Dupont condo, my partner and I faced the reality that we had were priced out the neighborhood we loved. It took us a few moves, but we found our way back. I vowed then that I didn't want to close the gate behind me and I would work to keep our neighborhood attainable to new residents while not displacing those who helped make our community so special. While there are a variety of technical tools we can deploy to meet

the Mayor's goal to address the housing crisis, it comes down to the community's appetite for change. This starts by listening, learning, and educating one another.

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

Yes, one of the unexpected silver linings of the pandemic is the opportunity to rethink our public realm and test new ideas. Beyond the pandemic, I am hopeful we will continue to use our streets as laboratories to make our communities more walkable, livable, and lovable.

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

I believe Dupont Circle suffers from a growing culture of no. This position contributes to our neighborhood's growing list of issues, including accommodating active mobility solutions, remaining economically competitive, and helping to address the District's housing crisis. I hope to address this by stepping up and running for ANC. Rather than point out the problem, I am committed to helping be part of the solution.

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

I am a card-carrying urbanist and certified community planner dedicated to fostering healthier and more equitable places where both residents and neighborhood businesses thrive. In 2009, my long-term partner Glenn Greenberg and I moved to Dupont Circle attracted by the area's human-scale buildings, walkable streets, and the opportunity to live car-free. After a decade I want to give back by building upon the good work of those who helped shape our unique neighborhood and embrace the opportunities of tomorrow. Together we can make our community more livable, walkable, and loveable.

- 8) Do you support the 17th Street NW bike lanes? Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?**

My mantra is people first, not cars. This means I am supportive of projects that enhance mobility along both corridors. I will use the bully pulpit of the ANC to shine the spotlight on innovative mobility projects and the benefits they bring to communities they serve. I will also formally support well designed projects that help create a safe network of active mobility options in all Wards.

- 9) There are many vacant storefronts in Dupont Circle. How would you like to support efforts to ensure that landlords rent or lease vacant storefronts?**

ANCs should partner with existing BIDs (where they exist) to establish a suite of options, including physical interventions, policy changes, deregulations, and economic incentives to address the growing number of vacant storefronts districtwide.

Mike Silverstein

ANC and Single Member District: 2B06

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

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

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

I have tackled this exact issue head-on, and have gone through the work to make all of the needs of our street work. The proposed 21st Street bike lane applies here.

Arguments against the 21st Street proposal were rooted in the loss of parking, and neighbors began to organize to kill the project. To me, the proposed route would have also presented an unacceptable safety risk to pedestrians, bicyclists, and motorists. I know these blocks and alleys and every specific business and hotel along the route, and recognized where there would be dozens of conflicts, including with trash collection, deliveries, pickups and dropoffs, and neighbors trying to park. The proposal would have forced bicyclists to swerve into traffic to avoid trash trucks and delivery trucks parked on 21st Street much of the time.

I worked with Commissioners from the Foggy Bottom ANC and mapped out an alternative that used 20th Street. It meant a new loss of residential parking spaces in front of my own condo building, but I worked with neighbors to see that this was the more acceptable, safer, alternative. When the matter came before a public meeting in ANC 2B, the more than 50 residents who argued against 21st Street bike lane became supporters of the project with the 20th Street alternative. This work was hard, but averted a lengthier battle (or the death of the project) and the 20th Street bike lane is now on track for completion.

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

Moving meetings on line has improved accessibility and inclusion. More people are attending our meetings online than attended in person. Meetings allow people who can't spend an entire evening at an ANC meeting to participate from home on those topics of concern to them. This makes the meetings more democratic. That's a huge plus.

However, it shuts out people who don't have internet access and limits those who have only one device in their household. Not everyone has their own personal device. We must take extra care not to exclude those of limited means.

I'm open to finding a way to strike a balance: a mix of virtual meetings and in person monthly meetings and committee meetings, or ways both can happen simultaneously.

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

Absolutely. Totally. And without equivocation. Even though there are five historic districts within our ANC and our housing density is among the highest in the District, there is much more we can do to support this initiative.

First, we can support the conversion of older commercial properties to residential. This is our biggest target of opportunity. The pandemic has led to a huge increase in telework, and companies everywhere are rethinking their use of office space. There is already an increase in vacancies in the Golden Triangle, and it's going to get worse. This, at a time when there's an affordable housing shortage and an acute shortage of affordable two and three bedroom units.

I supported a successful conversion of office to residential on 22nd Street, above the Post Office, which provides those badly-needed two and three bedroom apartments. That can be a template.

When properties convert from commercial to residential, property tax rates should be adjusted downward and there can be other incentives offered so long as the developer guarantees the units will be offered at affordable rates and those guarantees can be enforced.

When development projects and PUD's come before the ANC, we should support IZ applications and fight to have as many affordable units as possible in every project.

We can also support proposed changes in the District's zoning laws to eliminate single family only zones and allow duplexes and triplexes and townhomes to fill in the missing middle. Admittedly, these changes won't affect much in ANC 2B, but we should weigh in to support them.

Another thing we can and should do is educate our constituents on how racism and other forms of bigotry led to the segregation of the District on racial and economic lines, and how zoning, restrictive covenants, and steering of prospective buyers and tenants years ago created the city we live in today.

We need to focus on development without displacement. We need to repurpose older commercial buildings into badly needed residential. We need to fight for affordable housing to be included in new developments.

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

Absolutely. This is a great opportunity to see what works. The streateries bring more life to our neighborhoods, and are helping us reimagine a future less dependent on cars.

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

Pedestrian safety is a constant concern in the neighborhood. Five people have died within my SMD or just beyond its borders in the past four years, victims of crashes. One was a bicyclist. One on a scooter. One was a pedestrian struck on his way home from work. And two were sitting on a park bench when a driver of an SUV jumped the curb, struck and killed them.

You have to look at every project and know your streets, know your sidewalks, know your crosswalks, know your bus stops, and know how changes will make things more or less safe, and push back on changes that make things worse and fight for changes that make our streets safer.

For one example, the newly-released plans for a Pennsylvania Avenue Streetscape include at least one corner where there's a bus stop very close to a corner, where cars might swerve around buses stopped to load and unload passengers, and make an illegal right hook into bicyclists going through the intersection.

That's the kind of right hook that took the life of Jeff Long on M Street.

Even though a right turn from the middle lane is illegal, it will happen, and that makes this plan deadly dangerous for cyclists. I have asked DDOT to review their early plans and see if the bus stop can be moved farther back from the intersection, to avoid the likelihood of a blind right hook. And as of mid-September, they said they will take another look.

Another example, the proposed 17th Street bike lanes, includes an intersection that demands close scrutiny. That's 17th and Corcoran, in front of the Safeway. The unloading of trucks in that block is something we must live with, though it creates visibility hazards for both bicyclists and pedestrians. Pedestrian safety and bicycle safety need to go hand in hand here.

We must take care that any final plans provide clear visibility for all at that intersection, a four way stop sign for all, so that pedestrians - who are often carrying bags of groceries - can cross safely.

I am dedicated to making sure everything that comes before my ANC is viewed through the lens of safety for pedestrians and all road users.

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

I've lived in this SMD for 40 years and have served ANC 2B since 2003. I know my SMD and know my neighbors and I have worked to represent them and help them on constituent matters.

I have been able to bridge the perceived divide between younger and older residents, and the divide between renters and owners, and I strongly believe all must be heard and Dupont Circle must be for all of us.

I take this job seriously, and my record of advocacy and what I've managed to get done are available on my campaign website, mike4dupont.com.

8) Do you support the 17th Street NW bike lanes? Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?

I support moving forward on the 17th Street bike lanes and voted to do so. The plan now is only at 30% completion, so changes are expected. It needs to be done right, and we should give planners every opportunity to get it right. That's why I voted to move forward with the project, even though it's not yet ready to go.

The continuation of Streateries and other such COVID responses is a matter of survival to the restaurants and other businesses on 17th Street. We need to give priority to Streateries until restaurants can operate at 100% capacity or we will lose some of our most beloved establishments on 17th Street. I support looking at possible options including building out the 17th Street project

except for the areas between P and R Streets so streateries and expanded sidewalks and all of the needs of that space are unimpeded without having the entire project delayed. I made sure our resolution to DDOT ensured that the pandemic sidewalk extensions and streateries do not conflict with the 17th Street project. Both can work, if done right.

As far as 20th/21st Street protected bike lane, I sponsored it and support it strongly. I worked to help create this plan that is acceptable to all sides and will work hard to ensure that it's completed ASAP. DDOT's acceptance of our 20th/21st Street plan spared us long delays and moves this badly needed project forward.

9) There are many vacant storefronts in Dupont Circle. How would you like to support efforts to ensure that landlords rent or lease vacant storefronts?

I support the work of the Dupont Circle and Golden Triangle BIDs and I support efforts by the Mayor and Council to help both landlords and tenants.

The inescapable reality is that the vacancy problem is going to get worse in the coming months before it gets better. Telecommuting has killed the lunch business in the Central Business District during the pandemic, and many restaurants have already closed and others are hanging on day to day. Fewer workers downtown also means fewer shoppers. Retail was already reeling from internet competition, For many stores, the pandemic has been a death knell.

Short term, we can support every District effort and neighborhood effort to help our struggling businesses. Long term, we can help repurpose or commercial areas to add residential so that there will be more people nearby to patronize the businesses still around.

Matthew Holden

ANC and Single Member District: 2B08

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

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

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

I would be in favor of removing on-street parking to improve bus service, people walking, or bicycling in my neighborhood. Making each of these modes more accessible to more people is better for the health of the District from both an environmental and physical well-being perspective. Making these modes safer and more efficient can help induce more people to use these modes, which could actually free up parking spaces for individuals in the community who, for whatever reason, have no choice but to drive.

The 17th Street NW protected bike lane is a perfect example. Its design, development, and implementation has the potential to transform a significant Dupont Circle neighborhood commercial corridor into a safer place for all users.

Too often removing street parking is framed as a negative in community meetings and I will work to communicate the broader benefits of re-purposing public space for active transportation and transit.

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

Online ANC meetings have been a huge plus for inclusion, accessibility, and transparency. The online forum removes a lot of the friction to participation inherent in showing up at a physical location for hours at a time, especially if an individual is only interested in a specific item on the agenda. I believe that even if in person meetings return, a live stream component should remain.

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

Affordable housing is one of the biggest issues in the District. I fully support Mayor Bowser's proposed building of 36,000 additional housing units by 2025, and I think neighborhoods rich in amenities like Dupont Circle owe it to the rest of the city to do more than their fair share of contributing to this goal.

ANCs have a responsibility to fairly hear cases headed for the Historic Preservation Review Board, Board of Zoning Adjustment, and Zoning Commission and allow neighbors a forum to be informed and air their support or concerns. ANCs should not be used, however, to obstruct any new development from occurring through superfluous appeals and administrative disputes.

While not directly in 2B08, a project within 2B, that could contribute to this goal is the Masonic Temple development at 15th and S Streets NW. This project would provide new housing to the neighborhood and contribute to Dupont's continued vibrancy by allowing more people to live here.

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

Fundamentally, streets are for people. They are not, and should not be seen as the sole domain of automobiles.

I think the additional sidewalk cafes, curbside table service, and streateries have added much needed vibrancy to our neighborhoods in a very terrible time while allowing businesses more room to operate safely. Given the lack of additional Federal Aid, we should be doing as much as we can on the local level to support our neighborhood businesses (especially bars and restaurants).

After the public health emergency ends, businesses will still need support and creative ways to survive the economic fallout. I believe these new outdoor dining spaces should remain, and in many instances be made permanent, as long as sidewalks are not obstructed and they remain accessible to all users.

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

Chronic homelessness is a tragedy that impacts all of DC, but is especially acute in Dupont Circle. The ANC should work with our unhoused neighbors and community groups like Miriam's Kitchen and Martha's Table to understand how best to support them.

We should support increased funding to the Department of Human Services to support their programs designed to support our unhoused neighbors and learn from national best practices to end homelessness.

If proposed, the ANC should support permanent supportive housing and deeply affordable housing units within our boundaries to add to the overall supply within the District. While doing so, we should also not add to the cost of market rate housing by needlessly delaying or preventing projects within our boundaries.

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

Dupont Circle is an amazing neighborhood to live in, and I want to help make sure that anyone who spends time here feels welcome, safe, and accepted as a part of the community. We are a neighborhood rich in amenities and we should want everyone to benefit from that.

I previously worked at the DC Office of Zoning and have considerable experience with DC Government processes and administrative datasets. Currently I work as a Geospatial Data Scientist focusing on Transportation Demand Management, helping develop strategies to encourage transit ridership and active transportation.

8) Do you support the 17th Street NW bike lanes? Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?

I fully support the 17th NW and 20th/21st Street NW Bike Lanes. Both improvements expand the network of safe cycling infrastructure through Dupont Circle, protecting existing riders while encouraging more people to bike in the District. I would encourage DDOT to quickly resolve issues with extending the 20th/21st Street NW bike lanes north of Massachusetts Ave, to prevent any unsafe gaps in the network from lingering for too long. One issue with even protected bike lanes is that they often end in unsafe configurations that may leave a person riding a bike without a good option to continue their trip.

On the ANC, I will work with DDOT to establish, commit to, and publicize a firm timeline for construction and inform neighbors of the key milestones. Infrastructure projects should be easy for people to track and understand so they aren't caught off guard by planned changes. ANCs can help with these changes by informing neighbors and gathering community input without obstructing safer streets.

9) There are many vacant storefronts in Dupont Circle. How would you like to support efforts to ensure that landlords rent or lease vacant storefronts?

Existing pressures on local businesses from online competitors, national chains, and increasing rents are being exacerbated by the COVID-19 Pandemic.

DC should look towards adjusting the tax rate on vacant properties to ramp up over time to encourage land lords to lease vacant storefronts instead of sitting empty, waiting for a tenant willing to pay a higher rate.

DC should also catalog and publicly publish a list of all retail spaces in the city, categorized by vacancy status, on the Open Data DC site. This would give community members easy access to the information and a sense of the health of the city's retail corridors.

The ANC should also have a close relationship with the Dupont Circle BID and Historic Dupont Circle Main Streets to help understand the needs of local businesses in the neighborhood.

Kyle Mulhall

ANC and Single Member District: 2B09

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

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

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

Yes I support removing on-street parking to advance projects that better transit service and safety for pedestrians and bicyclists. Creating safe alternative means of transportation is good policy and needs to be a core goal of local transportation planning. It betters mobility within our city and contributes to the fight against climate change and for air quality. While cars do play a role in local transportation, an over-zealous objection to the removal of street parking helps no one. In the end, the gridlock that obstruction invites hurts even the personal car owners as well. Compromise among all users of the roadway is a necessity. A good example is DDOT's plan to improve bus service along 16th Street. Restricting parking during rush hour is one of the incremental measures that cumulatively will significantly improve bus service and capacity.

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

Having ANC meetings online is a tremendous improvement. It allows a far wider range of residents to follow local issues and engage with the ANC process. I want online meetings to be permanent. I also believe ANCs should post these video recordings online, and also post all resolutions, financial reports, project documents and written testimony. Further, I think ANCs should accept online comments and questions to allow residents to remotely participate in ANC hearings. Merging this concept with in-person meetings post-pandemic will also be needed to ensure meetings are accessible for those without or limited online access.

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

Yes I strongly support Mayor Bowser's home building initiative, and in particular the goals for affordable housing. In order to achieve these goals our ANC needs to build local consensus in favor of meritorious projects. The ANC should facilitate compromise where needed to hopefully avoid endless objections that cause costly delays and discourage new investment. Even in a neighborhood as dense as Dupont Circle, we have the opportunity to welcome new homes and new residents. In my SMD, there is still open commercial space that is currently used for parking along both U and 14th Streets that could be sites for new, mixed use development. It would be consistent with existing structures, close to amenities such as Trade Joes, and sited next to popular bus lines and the U Street Metro.

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

The pandemic has at least forced a rethinking of how we share our public space. I welcome the changes that have prioritized wider sidewalks and streateries and believe these changes set a new precedent on how to make our public streets and spaces more accessible and safer. I am 100 percent in favor of making these kinds of changes permanent, and to use them as a starting point for re-thinking urban planning and design in our neighborhood.

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

The biggest issue our neighborhood faces is the COVID-19 pandemic and its impacts on local businesses and residents. I am proposing we create a temporary committee that regularly communicates with our businesses to share information, identify financial aid, work to adjust business operations to social distancing, and advocate with the DC Council for meaningful financial relief. This committee could also help coordinate aid and services for our most vulnerable residents, and take the lead in engaging community groups in better public education about the benefits of social distancing. This includes coordinating private and DC aid available to the undocumented or the unhoused. This includes arranging reserved times for the elderly and other people at high risk from COVID-19 to visit local stores and shops, and even arranging community based delivery services.

We will be facing this pandemic potentially through 2021, and then be facing a slow recovery afterwards. We need to be prepared to respond to new developments in the pandemic and also the long term changes the pandemic has caused.

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

The biggest issue our neighborhood faces is the COVID-19 pandemic and its impacts on local businesses and residents. I am proposing we create a temporary committee that regularly communicates with our businesses to share information, identify financial aid, work to adjust business operations to social distancing, and advocate with the DC Council for meaningful financial relief. This committee could also help coordinate aid and services for our most vulnerable residents, and take the lead in engaging community groups in better public education about the benefits of social distancing. This includes coordinating private and DC aid available to the undocumented or the unhoused. This includes arranging reserved times for the elderly and other people at high risk from COVID-19 to visit local stores and shops, and even arranging community based delivery services.

We will be facing this pandemic potentially through 2021, and then be facing a slow recovery afterwards. We need to be prepared to respond to new developments in the pandemic and also the long term changes the pandemic has caused.

8) Do you support the 17th Street NW bike lanes? Do you support the 20th/21st Street NW protected bike lanes? If so, how will you ensure that they are completed on time?

I support the 20th/21st Street bike lanes, and also the addition of bike lanes along 17th Street. I think these projects will not only advance the creation of a coherent network of protected bike lanes, but will also bring more visitors to the businesses along 17th Street. The resolution passed by ANC 2B recommends DDOT not disrupt our current streateries during the COVID-19

emergency. That should not stop DDOT from continuing to work with the neighborhood – and our 17th Street merchants – to further revise and finalize the design, including consideration of how best to accommodate streateries in the near term and if they are made permanent. DDOT could make initial moves north and south of the core business blocks between R and P Streets for the installation of bike lanes, while continuing to refine the overall plan for bike lanes that best protects the needs and safety of all users of the 17th Street roadway.

9) There are many vacant storefronts in Dupont Circle. How would you like to support efforts to ensure that landlords rent or lease vacant storefronts?

First, in order to avoid rapidly increasing vacancies due to COVID, the District needs to be more proactive in finding ways to promote and rent and mortgage reductions or holidays for small businesses. This could mean rebating property taxes to offset ongoing mortgage costs, and also property tax relief to landlords who pass the savings to their small business tenants in the form of rent relief. Second, the District needs to review its own business fee structures to determine if a moratorium on certain fees, such as the use of public outdoor space, might help more businesses survive.

The ongoing challenge with long vacant storefronts can be addressed through property tax charges for underutilized space, much as we do now for vacant properties. Coupled with property tax relief for securing new tenants who may provide missing or essential services, such as a new grocery in an area lacking a neighborhood market, could help motivate better rent pricing and marketing of vacant properties.

Elizabeth Miske

ANC and Single Member District: 2C02

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

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

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

This is currently an issue in my area re: 7th street car-free lane initiative. I would take the time to understand the project and then explain to concerned residents the positives a car-free lane poses for accessibility for all income levels as well as for the environment. I would also explain how DOT takes into consideration things like disability in allowing those types of transport (even private) to use the lanes. I would also point out that there are a lot of voices we don't hear from in these meetings too and to keep that in mind.

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

Yes and I have already told my ANC we should continue to either have them online or have an online option

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

I support an increase in affordable housing and think our ANC can help by supporting the initiative and helping with zoning issues etc/fielding resident comments and potentially helping to identify areas for the projects

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

Yes

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

Support services for homeless population.

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

I am a labor lawyer and activist and will bring my experience working with policy and people to ensure my area is inclusive, equitable, and doing its part to address larger issues like climate change, police brutality, and public health concerns from COVID.

8) Do you support the 7th Street bus lanes?

Yes. Expanding bus and bike lanes are important for equity and the environment and I support those initiatives. I would also note that it is important the DOT make sure residents give their feedback, and it is taken into consideration in planning, and that the access for vehicles for those with disabilities is explicitly incorporated into the plans.

9) Do you support the Downtown BID's proposal for a streatory? How else might you support neighborhood businesses?

Yes. I think allowing for more access to outside dining is important, as well as speaking with local businesses to see what they need. For example, pick up zones for things like GrubHub if their business is dependent on it.

Gigi Nelson

ANC and Single Member District: 2C03

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

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

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

I think this is a complex question that deserves a lot of thoughtful consideration. I also think that it is easy to forget that this is not just a commercial district for businesses and tourists, but an actual neighborhood. Walkability and improved bus safety are very important goals, but there is so little on-street parking already (and none for most ANC-2C residents) that I would hope to see these issues resolved in the most balanced way possible.

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

I do think the online meetings have allowed more people to attend. Moving forward, I would like to see meetings continue either wholly online or some combination of virtual and in-person meetings (once we get to a point where in-person meetings are again possible).

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

I absolutely support this initiative, but I think a greater issue is enforcing the requirements that are already on the books. Too often, we see articles about how the end result of a project nets many less affordable units than were promised. I plan to study the issue more and develop some ideas for how the commission can assist the city in this endeavor in ANC-2C.

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

I don't know that more space has been created for walking; sidewalks in my neighborhood are fenced off with "walk this way" signs to allow for more table room. I think that studies--of several different kinds--need to be conducted and published so that everyone can understand the pros and cons as well as possible second and third effects of the streateries. For example, is there more trash being generated that is not being properly contained, or more pieces of food left on the ground--thereby inviting an even greater rodent problem to the area? All of the data should be presented and discussed in ANC-2C meetings (with the BID, DDOT, DC Health, and other relevant agency representatives present) so that residents can also provide input. Then the city can determine if they really work for a given neighborhood.

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

The second biggest issue in ANC-2C is the decibel levels of music performed in public spaces. I understand that for many musicians this is a regular source of income, but that has to be balanced against residents' needs. My goal is to work towards finding a viable solution.

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

I moved to Penn Quarter in November 2017 with the goal of making Washington DC my permanent home. I committed myself to learning the history and culture of the city, and Penn Quarter/Chinatown area specifically, by reading, attending lectures and other programs, and talking to neighbors. From 2019 to 2020, I wrote the monthly meeting minutes for ANC-2C. This experience allowed me to get to know the commissioners and the neighborhood, and develop a deep understanding of the issues that are important to ANC-2C.

8) Do you support the 7th Street bus lanes?

I think the 7th Street bus lane proposal was not particularly well-thought out. 7th is one of only a few streets that run north to south throughout the city. I would like to have seen DDOT actually conduct traffic pattern studies, and allow a reasonable amount of time for public input, to determine if 7th Street would be a viable corridor for a project like that.

9) Do you support the Downtown BID's proposal for a streatory? How else might you support neighborhood businesses?

I do support the streatory concept, and the Downtown streatory appears to be going well so far. To further support neighborhood businesses, I think we can study what has worked in other cities and adapt those models for DC.

Ashley Warren

ANC and Single Member District: 2D01

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

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

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

I walk, drive, and take transit, so I see many perspectives of road users. This past September, a driver speeding on our streets totaled my parked car and my stomach sinks knowing that a neighbor could have been hurt. Road safety is the most important consideration in changing how we allocate public space. This becomes extra important when considering the safety of older adults in our neighborhood.

On the residential streets in our ANC, I would oppose removing a significant number of on-street parking spaces. 68% of residents in our ANC own a car, so major changes to on-street parking would impact the majority of residents. However, for road projects like the Connecticut Avenue Streetscape, the safety for the thousands of people using the road outweighs the nine metered, peak-restricted parking spots on our side of Connecticut Avenue that aren't reserved for residential permit holders. Based on decades of study, these streetscape benefits will attract people to use non-car modes, reducing the demand for parking in our ANC and nearby.

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

I am impressed by the steps 2D has taken to make the online ANC meetings as inclusive and accessible as possible with dial-in options available and constant reiteration of how to use the Zoom functions in the app or as a dial-in participant throughout the meeting. While in-person meetings remain on hold due to covid-19 precautions, I think the Zoom format is the best option. As long as ANC meetings are held on Zoom or online platforms, I think it is important for transparency to format the meeting in a way that allows for participants to see the names of all on the call (not only the hosts and/or commissioners).

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

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

In the city, I support building additional units including affordable units. However, building brand new units is unlikely in our ANC, which is covered by the Sheridan-Kalorama Historic District. However, I do think our ANC should contribute to affordable housing efforts by preserving rent-controlled units and buildings where it can.

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

The streateries have been a godsend to the businesses, and honestly, to the residents! A big part of city living is public life, and these new spaces have allowed for some version of that public life to continue. I hope they can continue post-pandemic.

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

Like many neighbors Sheridan-Kalorama, I am concerned about the upkeep of embassies and foreign government- owned properties. While there are limitations to the ANC’s power to address this issue, my plan is to be as active as possible in representing these concerns to the appropriate agencies.

There have also been concerns about an entertainment business outside of but near to our ANC. My position to resolve future issues with businesses is to take residents’ concerns to the businesses directly and attempt to foster good-neighbor cooperation, involving authorities like ABRA only as necessary. This approach extends to all concerns with other entities and businesses in the neighborhood.

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

I am running because I love this neighborhood and I care about listening to residents and working with all groups in the neighborhood. I would also like to engage more residents who may not be familiar with the ANC or the city resources that can help solve local problems. I know that residents will have diverse needs big and small, and I want to be an active, energetic source of support to advocate for residents.

- 8) **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?**

In Sheridan-Kalorama, our neighborhood character cannot be separated from the existence of embassies, religious institutions, and now neighbors with Secret Service details. I want to advocate for the needs of residents, but I’m also realistic about how much power we have over foreign and federal presences. I will pro-actively work with the non-residential groups in the neighborhood to advocate for residents’ needs and submit recommendations to DDOT and DPW.

Christopher "Topher" Mathews

ANC and Single Member District: 2E02

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

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

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

I would consider the interests of the large number of bus riders against the interest of a handful of drivers. Often it's quite clear how many more would benefit from the change versus the few would be somewhat inconvenienced. There are no examples in Georgetown where this specific dynamic is at play, but similar dynamics were at play with the construction of the Water St. separated bike lane, which I strongly supported.

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

I think it had clearly been a plus. To many ANC meetings become dominated by a handful of people with strong opinions and an open schedule. By shifting it to online, the participation is much more open to all. And the grandstanding of a few has been reduced. Going forward I would still want to return to in-person meetings, but I would appreciate steps to carry over some of the gains made by the virtual environment.

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

Yes. Georgetown has a special responsibility to respond to the housing crisis, which can in some ways be drawn all the way back to the gentrification of the neighborhood in the 1930s. I believe a true act of historical preservation would be to bring back the diverse (both racially and economically) community that once lived in the homes we spend so many hours protecting against any change. We need to embrace the construction of larger market rate apartment buildings with an affordable housing component. This will both create affordable housing here while also reducing the pressure for market rate housing in gentrifying neighborhoods.

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

Yes. Obviously some are better than others, but the concept is worth embracing in a post-COVID world.

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

The commercial district is facing an existential crisis with COVID. The ANC needs to work closely with the business community and the city to save the small businesses that make Georgetown what it is.

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

I've been closely involved with just about every issue that the ANC faces. I was on the citizens association board for nine years and have been writing a daily news website for the neighborhood since 2008 (on top of countless other formal and informal ways I've been involved in community affairs over the years). I know the people, places and matters that will be critical in getting us through this crisis and making a better neighborhood for all going forward.

- 8) **Much of the neighborhood is part of a historic district. How would you balance the needs of historic preservation with the needs such as meeting DC's housing goals and allowing homeowners to power their homes with electricity from solar panels?**

I would support the construction of solar panels and would not use the historical review process to block them. Similarly, I believe that as a transit accessible, dense neighborhood, we need to encourage the construction of housing, but market rate and affordable, throughout the neighborhood in order to combat climate change and the housing crisis. Given the difficulty in constructing housing in cases where razing an historic building is involved, I believe we should not use the historic preservation process to insist that all new construction be essentially invisible. This approach has stopped multiple projects over the years. We need to recognize that we face catastrophic circumstances and letting a building be built that can actually be seen from the street is the least we can do.

- 9) **What is your vision for improving bicycle and pedestrian safety on M Street NW? Do you support any additional projects that would make Georgetown more accessible?**

The city is in the early stages of completely rebuilding M St. I think as an initial matter, we should permanently remove street parking. I believe wider sidewalks should be the first priority. I also believe bus lanes should also be considered. This, obviously, would not leave a significant amount of street space. But I would push the city to consider including lanes on par with what they are building on Pennsylvania Ave. Either way, the car sewer that it is now should not be tolerated in the new design.

Gwendolyn Lohse

ANC and Single Member District: 2E06

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

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

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

ANCs are ideal places for the community to debate the pros and cons of replacing on-street parking with things that will help pedestrian safety and reduced traffic congestion. Any such proposal should include updated DDOT data (accidents, intended use for space, expected impact, etc) as well as residential input, even if the parking spaces proposed for removal are in the commercial district. I have supported the removal of some parking spaces in our commercial district given the spaces would be used for people/package delivery; my view in doing so was to reduce traffic congestion.

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

Our ANC virtual meetings have been a plus with regard to inclusion, accessibility and transparency understanding the majority of our residents have high-speed internet access. I organized our first virtual ANC meeting and it helped our Commission demonstrate to ourselves and the community that we could quickly pivot operations. Post pandemic, I would hope ANCs would develop an appropriate way not only to meet in person but also to continue to offer virtual access and participation.

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

Every neighborhood and its ANC(s) will need to help with the goal for additional and affordable housing. This said, the pandemic appears to be significantly impacting urban cities such as Washington, DC. Our city faces a range of new economic challenges including growing unemployment, and potentially a reduction in projected population growth. The plan for housing needs should consider the long-term impact of the pandemic.

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

As a member of ANC 2E, I drafted our ANCs support for streateries and parklets during the pandemic, and supported our resolution on expanded sidewalks. There is no doubt that the way our commercial areas operate will change as a result of these very necessary emergency actions the city is taking during the pandemic. As our residents and businesses continue to adapt to life during the pandemic, we will explore creative ways of meeting the needs of our residents and local businesses - and some of those changes will be adopted on a long-term basis.

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

The biggest issues currently facing Georgetown relate to the ongoing work that must be done to help residents and businesses adapt to the many challenges created by the COVID pandemic. Over the next year or more, ANC 2E will need to remain focused on key issues relating to the safety and security of our streets, the health and well-being of our residents, and the economic success of our commercial district. Our residents need to feel safe, and we need a healthy, diverse and innovative commercial area.

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

I love living in Georgetown with my husband and daughter - and I am committed to its continued growth and long-term success! During my first term I have driven a range of positive changes by partnering with and being accessible to my constituents, my fellow ANC 2E Commissioners, city employees, NPS staff, new potential merchants, and the leadership of a various local non-profits who make our community unique. Examples of accomplishments include:

- Securing DPR renovation of Rose Park athletic field and recreation hut.
- NPS approval of a bike docking station in my SMD.
- Leading initial efforts to launch a COVID-compliant Farmers Market and hire a much needed manager during COVID.
- Drafting and delivering ANC 2E testimony to the Public Service Commission (PSC) regarding ideas for improved city oversight of Washington Gas (many of our recommendations were adopted by the PSC).
- Spearheading constituent knowledge of and outreach to Urban Forestry.
- Supporting renovations that embrace historic preservation.

- 8) **Much of the neighborhood is part of a historic district. How would you balance the needs of historic preservation with the needs such as meeting DC's housing goals and allowing homeowners to power their homes with electricity from solar panels?**

This historic nature of Georgetown – from its parks, to its residences, to its canal – is a national treasure that deserves preservation. This said, historic preservation and renewable energy solutions are not mutually exclusive, and we should endeavor to find solutions that can advance both goals. I have been learning about solar panels on historic homes as are my historic preservation contacts at the Citizens Association of Georgetown. I already have some neighbors who have solar.

- 9) **What is your vision for improving bicycle and pedestrian safety on M Street NW? Do you support any additional projects that would make Georgetown more accessible?**

As an ANC representative, we must continue to work with DDOT to ensure that Georgetown balances the needs of pedestrians, bikers and drivers. Ideally, we need to connect all the bikes paths around the city, including those that come into Georgetown. More strategic focus needs to be placed on viable solutions that balance the use of alternative transportation, bikes, traditional autos and the enjoyment many of us take by living in a walkable, pedestrian-friendly city like Washington.

Elizabeth Miller

ANC and Single Member District: 2E07

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

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

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

Georgetown streets are not universal so there is not a 'one-size-fits-all' approach to removing a lane of traffic for a bike/walk lane. I would approach each situation uniquely with a collaborative approach with the goal toward more bus/bike/walk lanes.

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

I think ANC meetings moving on-line have been a net-positive and post-pandemic I would like to see a virtual component to our ANC meetings. I do miss seeing my ANC colleagues, my neighbors, the press and city representatives in-person and look forward to a day when we can do that again.

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

There needs to be more affordable housing in Georgetown and throughout Washington, DC. Period. End of story. We can't let Washington, DC become the next Aspen, Colorado where only the wealthiest can live in the city and the creative class, teachers, government workers and journalists live in the suburbs and commute into town. No way.

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

Depends on location....each is unique. But, generally - yes.

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

Empty storefronts and closing businesses is the single biggest issue facing Georgetown. I am working with the Georgetown BID, local government, and the Citizens Association of Georgetown (CAG) to come up with ways for our community to support and sustain our local restaurants and boutiques through this pandemic and afterward.

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

I have spent two years representing upper east Georgetown and I have worked hard to bring local government closer to my constituents and I believe I have been successful. From advocating for a pickle ball court on the new Montrose Park tennis courts to collaborating with the Department of Parks and Recreation and Councilmember Pinto's office to increase funding for the renovation of the aging Jelleff Recreation Center, I have had a real impact in my neighborhood. I look forward to representing my district for another two years and helping our Georgetown community recover from the pandemic and be an important international destination bustling with commerce again. Our historic village will be back and I'd like to help navigate us into the future.

8) Much of the neighborhood is part of a historic district. How would you balance the needs of historic preservation with the needs such as meeting DC's housing goals and allowing homeowners to power their homes with electricity from solar panels?

Solar panels are allowed in Georgetown's historic district. I think there is a balance and compromise that can be made between historic preservation and environmental concerns.

9) What is your vision for improving bicycle and pedestrian safety on M Street NW? Do you support any additional projects that would make Georgetown more accessible?

Improving bicycle and pedestrian safety on M Street is very important. I'm a bicyclist and I hate riding along M Street - it makes me very nervous. I'd like to work with the Georgetown BID, Councilmember Pinto and DDOT to analyze ways to allow traffic to flow, but also keep our bikers and walkers safe.

Brian Romanowski

ANC and Single Member District: 2F01

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

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

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

I think most residents of 2F01 are multimodal. We can walk, bike, scooter and take public transportation to go short and medium distances, but might use ride share services or personal cars (if people have them) for longer trips/trips to pick up large items (looking at all my Costco fans). I would want to know all of the specifics of where the parking would be removed, but if it made sense I would ultimately sacrifice a few on-street parking spaces for the greater good. While I know how hard it can be to find on-street parking on a Sunday night or when friends/family visit, we have to move our city and country towards more sustainable transportation. Improving bus service on 14th Street (and 11th & 16th Streets) is critical for so many workers, especially once post-pandemic crowding returns. I also know we need to do far more to make our streets safe for pedestrians and bikers. The city is moving in a good direction and I will support plans to keep us moving safely. I don't know all of the details of the recent 14th Street Streetscape Project, but I support the semi-protected bike lanes and bus islands that were created. More needs to be done to fix the blind right turn issues, but if parking spaces were removed for that project or projects of that nature I am supportive.

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

I think the ANC meetings moving online is a huge win for inclusion, accessibility, and transparency. We all know how LONG some of the ANC meetings can go. Working families and working single people don't have time to spend hours at meetings after work. The online format allows people to multi-task and allows people who may not be able to travel easily to attend and participate. There are so many times when a restaurant or business owner has to appear before the ANC and spends a lot of precious time waiting for the ANC to discuss matters that don't relate to them. Virtual meetings save them time. The city also needs to give ANCs more support and funding for closed captioning and translation services when needed. I would like to see ANCs continue to hold meetings online, and if there are in-person meetings needed, they should be live streamed when possible. Recording and posting the meetings will also increase transparency, and for those that want to watch a long ANC meeting after it takes place, they should have that option!

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

Yes, I support this initiative. We have a true housing crisis, and if you don't believe that, walk down any of our streets and notice our neighbors who are not able to afford the insane rents that exist in our neighborhood. While I admit that I'm still learning about housing policies and the role ANCs play in zoning decisions, I will support requiring new buildings in our neighborhood to include affordable housing units at a number that isn't so low I can count it using my fingers. We have seen 14th Street buildings rise over the past decade and we need to do more to make sure these buildings are not just "luxury" studios for \$4,000 a month. I won't be able to afford living here much longer, and neither will many other people reading this, if our trend holds.

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

Yes. The streateries are critical if we want our restaurants and bars to survive this pandemic. There are some locations where the restaurants had a lot of space to work with, and hard decisions of public space use did not have to be made. But there are other areas (looking at 14th and 17th Streets) where there had to be give and take. Ultimately, more people are able to use the space and support our local businesses than the amount of people who would be able to park their cars in those locations. I do think we need to increase the safety of these streateries. I get very worried when I see cars flying down 14th Street directly next to socially distanced crowds (what a word combination). If these structures become permanent we have to ensure that a car swerving or doing something wrong would not have horrific results. And we should do that while they are still considered temporary too.

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

The pandemic. The heart of ANC 2F01 is 14th Street, from Le Diplomate on Q to Chicken + Whiskey near S. It's the reason most of us probably live here. We love the businesses, restaurants, and bars and we love living in a walkable neighborhood that is anything but sleepy. The pandemic threatens our health, our jobs, and our businesses. The federal government is not doing what needs to be done to help our businesses survive. If things continue as they have been, our neighborhood will suffer even more lasting losses. The city needs to do more, now, to make us all feel safe while also ensuring our businesses can adapt to the new reality of masks and social distancing. I'll be a strong advocate for our neighborhood and will always try to find realistic, tangible ways to improve our current state.

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

I'm so far from perfect, and running for ANC has already taught me that there are some people who will hate you no matter what you do. My only promises are that I'll listen, I'll learn, I'll work hard and I'll spend a lot of my free time trying to help improve our neighborhood. I'll communicate as best I can what the ANC and city are doing and I'll be here - look for me on the sidewalks and please wave and keep any middle fingers behind your masks :).

- 8) 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 support a redesign and 100% support other traffic-calming measures. The amount of time pedestrians have to cross is way too little. I'm young(ish) and fit(ish) and have trouble making it across at times. The west intersection at the circle and P is especially bad with cars making right-hand turns. Drivers also get very confused at traffic circles and often go through the red

light on the north side at 13th Street. We need clearer, more obvious signs and signals and we need NPS to remove any outdated/faded signs that do nothing for anyone.

- 9) The 14th Street bike lanes remain problematic, subjecting bicyclists and pedestrians to right hooks, blocked lanes, blocked sightlines, and other obstacles. How would you address the ongoing concerns in the corridor while also ensuring businesses' needs are also satisfied.**

I bike everywhere, so I know the literal pain of the 14th Street right hook first hand. And I really don't blame the drivers, it is hard to see bikers and bikers often don't look for turning cars (because the current design gives them a false sense of security). This was a design flaw that should have been more obvious to planners and people who do this professionally. The location of the bus stops is probably the biggest problem. We (people on 14th Street) just endured the never ending construction for streetscape, so I'm not sure what quick and easy solutions exist besides better signs and signals. Dedicated bike and turn signals might help. I don't think the businesses would object to that, but I do believe in engaging them to make sure their concerns are heard. So probably a DDOT study of the issues, which I know can take longer than is ideal.

Michelle Yan

ANC and Single Member District: 2F03

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

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

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

My overarching priority would be to make sure residents were able to develop an informed view on the measure - this would include making sure that they had information on how the measure would mitigate past issues or incidents, what the level of impact on on-street parking is, where there might be alternative parking options, what other options have been considered, etc. I'd want to collect and disseminate all of this information, with also a call to action for residents to voice their opinions and suggestions. The more diverse the set of voices, the better the solution we come up with will be.

I believe that the residents of 2F03 think and operate like a community and, if the measure can have a clear vision and path to increased safety and equity of access, we can work together in support of a solution.

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

There are certainly been some benefits - residents don't need to physically travel to a meeting site, find childcare support, etc. and can join or leave as fits their demanding schedules.

However, online meetings shut out the voices of community members who face technology barriers, which is deeply problematic. I don't believe we can or should move fully to online meetings in the long-run unless we have already ensured that all members of our community have stable internet access.

I would like to see a mixed model for ANCs moving forward - in-person meetings that are streamed and allow for virtual participation. For example, the Mayor's press conferences during the pandemic allow for questions from in-person and virtual attendees. I'd like to see that for ANCs as well so that people can join virtually without disenfranchising voices of those who do not have internet access.

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

I support increasing the number of affordable housing units in the city - lack of affordable housing has hurt and changed our neighborhoods, pushing out native Washingtonians.

I will admit that identifying the right solution is an area where I am still educating myself and learning from my fellow community leaders - it's clear that there are some loopholes and challenges to the existing policies around affordable housing that have prevented it from truly benefiting the community. I know that there are advocates and community leaders in 2F that have been living and breathing this work and I look forward to uplifting their voices and learning more from them on how we as an ANC can be a part of the solution.

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

I think this will have to vary on a case-by-case basis, as some of these involve blocking off streets entirely. I think that streeteries add to the vibrancy of our community, which I appreciate, but I do want to make sure that we're thinking through the long-term consequences, particularly when the number of cars on the road picks up after the emergency ends.

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

Did not answer.

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

My number one priority is ensuring that the diverse voices of our community are heard. I am committed to making myself available and accessible to all residents and community members. When you come to me, you will absolutely get a response and any support I can provide.

- 8) **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'd like to see some possible solutions to increasing pedestrian safety - I have witnessed several incidents of close misses and near accidents for pedestrians and cyclists.

- 9) **The 14th Street bike lanes remain problematic, subjecting bicyclists and pedestrians to right hooks, blocked lanes, blocked sightlines, and other obstacles. How would you address the ongoing concerns in the corridor while also ensuring businesses' needs are also satisfied.**

We need to make sure our streets are safe - there are plenty of people who would rather bike or walk than drive, use a ride-share, etc. but are afraid because of safety concerns. There is a positive cycle that can be kick-started through ensuring safety, a cycle that will benefit businesses that people feel they can access in a low-cost, green, and safe way. I'd want to collect the voices of multiple perspectives to see if there are solutions to addressing safety concerns without obstructing businesses from their most urgent needs and also hope to help business owners understand how these measures could strengthen their connection to the community by promoting safety.

Sherene Joseph

ANC and Single Member District: 2F05

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

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

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

The very first thing I would do is attempt to survey everyone in my SMD to understand their transportation needs and how they feel about these enhanced options. Frankly, while I am always in favor of more bus service and access to walking or biking, I am ultimately at the mercy of those who live in my district. I would make it very clear that these options would provide a lot of value to our area.

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

I do think that moving online has allowed for more inclusion for those who might not have been able to attend ANC meetings in the past, but here are always ways to increase transparency and accessibility in any setting. A few suggestions I would have include: 1. Moving ANC meetings to meetings rather than webinars so that attendees can feel like they are part of a discussion rather than relegated to a silent audience. 2. Working with the property managers and/or owners in buildings with residential units to ensure that they are sending out the information about ANC meetings along with their announcements and posting them to community bulletin boards. 3. Supplementing the minutes from the meetings as a written piece that can be sent to those who have opted in to receive communications from ANCs. Work with property managers and/or owners to print these minutes to be posted to a community bulletin board for anyone who does not have access to the internet or a compatible device. 4. Simultaneously broadcast meetings to Facebook or Youtube so that there is a one-click option to participate as Zoom can be a little difficult to navigate if you are new to it. 5. Use a close captioning service for residents who might be hard of hearing.

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

I do support the building of additional housing units in the District, but find it hard to talk about this in a vacuum that does not talk about the other existing initiatives that are supposed to help those who are housing insecure. As the pandemic has shown, the number of people getting priced out of their homes is growing and making a blanket statement of "12,000 would be affordable to people making 60% or less of the Area Median Income" seems fine now, but I would want to make sure there is flexibility to address a growing need in the future. In addition, I want to know more about other initiatives as the "Office to Residential Housing" Act and how that will play a role now that there could be an increase in vacant commercial property due to the pandemic.

2F05 could play an integral role in this by making sure that we actually have affordable housing available here. We've seen this SMD change considerably over the past five years, and much of the new housing has been labeled as "luxury." I hope that more of these buildings will increase their options for affordable housing so that people can both work and live in 2F05.

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

I do agree that these new ways of using public space should continue. The myriad of positive effects will be more investments in public infrastructure for those who are not driving, less pollution and congestions, more thriving neighborhood corridors and ways to encourage economic growth.

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

Right now, I think there is an increased presence of unhoused neighbors in our SMD and there is the perception that our SMD is now "less safe" or "less livable" because of that. I wholeheartedly disagree, and think that there should be more emphasis placed on how we can help support these vulnerable neighbors.

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

I know I am the best person to represent my SMD because I am ready to serve. As I have tried to navigate DC government to figure out how I can live my best life as a contributing member of society, I have often found more confusion and roadblocks rather than concrete steps I can take. I want to do more for my city, and through collective knowledge, engage my neighbors to also be able to do more to get the most out of living in DC.

- 8) 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?**

Absolutely-- I do agree that Logan Circle can be dangerous and with the increased need for outdoor spaces, making it safer should be prioritized.

- 9) The 14th Street bike lanes remain problematic, subjecting bicyclists and pedestrians to right hooks, blocked lanes, blocked sightlines, and other obstacles. How would you address the ongoing concerns in the corridor while also ensuring businesses' needs are also satisfied.**

This is definitely a tough one as even the question states the complexity of the issue. The first thing I would try to gauge interest on are bicycle traffic signals. Much of the issue occurs when traffic laws are left up to interpretation, and pedestrians and motorists don't have that issue. If there is a clear sense of when bicyclists can move, that could be the first step towards helping this issue.

Ron Rubin

ANC and Single Member District: 2F05

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

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

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

If the improvement was realistic and meaningful, I would support removing on-street parking.

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

I believe that ANC meetings are significantly more effective in person (of course, health and safety concerns should determine the viability of traditional meetings). The impact of "real" personal interaction with other community members is greatly diminished when the meetings move online. Also, some community members may not have the technical resources (computers, smart phones) that wealthier people take for granted, thereby depriving our lower income neighbors of equal participation in the ANC's decision making processes. The only benefit of online meetings is that they can more easily be recorded, which increases transparency, but this benefit is relatively less important.

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

I do not approve of this proposal because it underestimates the real costs and overestimates the real benefits of distorting the housing market by forcing developers to set aside housing units for a few lucky low-income people. These developers will simply pass the cost of reducing the price of these units to all of the building's other buyers by raising the sale prices of their units, thereby making the unregulated units unaffordable for many middle income citizens. The result of such affordable housing schemes is less diversity - an artificial combination of higher and lower income people, with less or no middle-income people.

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

Yes, these temporary changes are necessary to help the restaurants survive until a COVID-19 vaccine allows everyone return to pre-pandemic business practices. If the restaurants fail and close, the parking shortage will be irrelevant because consumers will have no reason to visit and park in our neighborhood.

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

We need to better protect local businesses from looting and vandalism during social justice protests.

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

I will use my legal and financial education, my career as a federal regulator, criminal prosecutor, and defense attorney, my prior experience as ANC 2F05 commissioner, and my common sense to help government decision-makers achieve the best possible outcomes for our community.

- 8) **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 - improving pedestrian safety justifies such expenditures, so long as the expenditures are efficient and reasonably priced.

- 9) **The 14th Street bike lanes remain problematic, subjecting bicyclists and pedestrians to right hooks, blocked lanes, blocked sightlines, and other obstacles. How would you address the ongoing concerns in the corridor while also ensuring businesses' needs are also satisfied.**

To be effective, the bike lanes need to be uninterrupted and fully protected by lane dividers.

Rehana Mohammed

ANC and Single Member District: 2F07

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

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

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

I would first seek information about the people who park in the neighborhood and would be impacted. I would look at if they live in the neighborhood or travel here and why. This would shape the outreach and input process that I would do and the solutions I would explore. For example, if the majority of people who park in the neighborhood are traveling here for work, I would approach local employers to see if they offer support for bus or metro travel to their employees and if they pay for parking in garages. If the majority of people live in the neighborhood, I would explore other parking locations and options to discuss alternatives with those impacted.

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

I think it's been a plus for inclusion and accessibility, but not necessarily transparency, depending on the format. Some ANCs treat the meeting as a webinar, where attendees cannot be seen or heard without being "promoted" by the host. The presenters/commissioners can also have private side chats during the meeting. Also, many virtual meetings do not fully utilize all the accessibility and translation features, limiting accessibility. I would like to see ANCs continue to offer virtual options for attendees with more accessibility features, utilizing more open options than the webinar mode. Attendees should be able to be seen and heard, as they would in an in person meeting. At the very least, attendees should be able to see everyone else online and engage in realtime.

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

Yes, I support increasing affordable housing in DC. I think my ANC should support increasing available affordable housing in our district, in addition to other programs and policies that will help renters, especially during the pandemic. According to a recent report by the Urban Institute, my SMD is in the 75th percentile for housing instability risk compared to the rest of DC. We need an ANC who will push for more assistance for renters and folks impacted by COVID-19. Specifically in my SMD, there are some buildings that are currently underutilized that could be converted to affordable and/or rent-controlled units.

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

Yes, I believe that some expanded pedestrian areas should continue after the emergency. We should use this time to get input from community members and business owners about what works so that this data can be taken into account when looking at permanent changes.

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

A large issue in my neighborhood not already included is how to best support our neighbors experiencing homelessness. I believe we should acknowledge and consult everyone in our ANC as members of our community and advocate for solutions that help improve all of our experience of the neighborhood. I do not believe moving encampments and pushing people out is the solution.

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

I am the best person to represent SMD 2F07 because I care about this neighborhood and everyone in it. I believe the main role of an ANC is to listen to and help your neighbors. I am committed to being available, responsive, and engaged in making my community better. While I have some strong opinions about how to make that happen, I will also go above and beyond to engage my neighbors in developing solutions.

- 8) 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 a frequent pedestrian in Logan Circle, I think changes are needed to ensure the safety of pedestrians. In addition to traffic-calming measures, I think lights and indicators need to be more visible for drivers.

- 9) The 14th Street bike lanes remain problematic, subjecting bicyclists and pedestrians to right hooks, blocked lanes, blocked sightlines, and other obstacles. How would you address the ongoing concerns in the corridor while also ensuring businesses' needs are also satisfied.**

I would need to talk to traffic experts and neighbors more, but I believe that we should be considering reducing parking spaces and increasing loading zones. We know that there are a lot of food pickups and ride shares using 14th St, and since parking is usually full, they end up illegally blocking bike lanes. We should consider these needs in street design.

Alexandra Bailey

ANC and Single Member District: 2F08

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

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

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

I would approach a situation like this the same way I approach every issue: from a justice framework. Bus services are critical to our city's working community and provide vital access across wards. Creating a more carbon neutral city requires us to invest in the infrastructure that makes alternatives to car travel feasible and safe. In my neighborhood we have high pedestrian and bicycle traffic given our proximity to the National Mall, Black Lives Matter Plaza, and various popular shopping/eating centers. If I were to encounter an issue in my SMD similar to the one currently facing 7th street and the car free lane project I would be pro-public transportation and bike lane. I would provide plenty of time for the community to provide feedback, and offer positions and solutions that might improve upon the plans. I would also make sure that we did an impact report on how this would impact our neighbors with limited mobility and similar needs. In a world that is rapidly changing due to climate change we must all do our part to lower our carbon footprint. While any adjustment will come with growing pains (and a required investment to make it accessible) a few parking spots seems a small price to pay in the mission to protect the future of our planet and the environmental health of our city.

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

In 2F the ANC meetings are held on zoom in panel form, meaning that those in attendance cannot be seen or heard unless their commentary is permitted by the commissioners. As someone who works for the ACLU this feels very much like a repression of speech, and it also limits the community bonding aspect of the meetings. So while this mode of meeting has the potential to create more access and inclusivity, for 2F it has not had that impact. Additionally, we do not provide subtitles for the hearing impaired or provide an ASL translator, which is a barrier to true inclusivity. In my SMD, 2F08, we have a large senior community that has not been adequately integrated into this medium. If elected I have promised to provide newsletters to buildings, and to hold phone conversations with anyone who needs help and instruction in migrating to this new platform. This medium can provide additional access for those who cannot be physically present if done correctly, and I would wish to continue to provide this option of joining 2F ANC meetings if, and when, the pandemic is over.

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

While I applaud this action as a first step, it falls far short of satisfying our affordable housing needs. According to some reports, Washington DC would require up to 320,000 housing units by 2030 in order to keep up with demand. In order to meet the demand for affordable housing at least 75% would have to be deeply affordable and rent controlled. While the Mayor's plan has some excellent points, such as making sure the housing stock is adequately spaced across the District, it does not adequately address our crisis. There are reports stating that to comfortably afford a two bedroom in DC requires an income of \$132,000+, placing us behind only NYC and SF in terms of unaffordability nationwide. In fact, DC doesn't just have a housing crisis, it has a racial one given that we have pushed large swaths of native Black communities out of the District. Washington DC only has approximately 90,000 rent controlled units, and this number is woefully short of meeting the need for affordable housing. Furthermore, our rent control system needs expansion and has many loopholes that should be closed. 2F08 houses a few rent controlled buildings that need protection, and as ANC I will fight for them. I recently testified before Anita Bonds and demanded that the council close loopholes in rent control, and vote for the omnibus bill being presented in November. In early October I will be introducing a resolution in 2F Public Safety for us to support the omnibus bill, and call upon the council to start planning for what the district actually will need in terms of affordable housing. If we require rent control for all buildings after 15 years, issue more vouchers while clamping down on discrimination, stop predatory developers from claiming section 8 and rent controlled buildings, while aggressively expanding housing stock, we might be able to begin to stem the tide. This will require our ANC to swiftly review zoning requests in order to make sure that our community is included in the discussion and process of developing housing in our SMD.

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

Absolutely. Our businesses have suffered greatly, and already deal with sky high operating costs, so we must allow for this expanded usage to help them recoup lost revenue and expand their operations. During the COVID-19 pandemic we have realized that we were ill prepared to deal with the public health and economic fallout. It does not make sense to take our businesses back to a state of unpreparedness should we ever encounter such a public health crisis again. Additionally, our city should lead the way in car alternatives. Perhaps one would have to grow up in DC as I did, and live with its air quality to feel as strongly as I do. It behooves the nation's capital to start actually leading in the cultural shift that will be required to fight the climate crisis. I find it charming that the outdoor eateries are leading the charge.

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

Eviction. The current Covid-19 crisis has placed an incredible burden on our community as a result of job and income loss. The single member district of 2F08 is home to several rent controlled buildings that cater to both families and senior citizens. Many families are left in limbo regarding their housing status and many owe back rent. As a committee member of the 2F Public Safety Committee, I co-authored a resolution to address this issue. Whereas the DC Council has only called for an eviction moratorium until the end of the public health crisis, plus 60 days, our committee passed a resolution stating that no eviction can take place through hypothermia season (Nov.1 -March 31), and that no eviction proceedings can begin until 3 months after the end of the public health crisis. We also called on the council to fully fund the demands of The Way Home Campaign. Adding to 2F's already extensive unhoused population is not tenable during a global pandemic.

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

I know how to push policy and progress. I will be unwavering in centering justice, holding the council and all city agencies accountable to our community, and diligently responding to the needs of the SMD my family has been a part of for nearly 20 years.

8) 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 a major residential and shopping hub it is shocking the level of danger that pedestrians face. This issue is a public safety matter, as well as one that affects the businesses of Logan Circle. Business in the area relies on foot traffic. We must be inclusive in our policy, and making an area dangerous to walk is ableism, and a position that I would not abide. While Logan Circle does not fall within my SMD, I would publicly support any well designed measure that would make the area safer for pedestrians.

9) The 14th Street bike lanes remain problematic, subjecting bicyclists and pedestrians to right hooks, blocked lanes, blocked sightlines, and other obstacles. How would you address the ongoing concerns in the corridor while also ensuring businesses' needs are also satisfied.

I would start with a public forum to discuss the various needs required by pedestrians, businesses, and cyclists. This type of problem occurs when we will not commit to a mode of transport as dominant in certain areas. The islands between the bus lanes and cyclists need to be added on both sides if possible. We need to add more signage for motorists, and possibly reduce the speed limit. We need to prohibit and enforce the policy that motorists cannot go around buses, this is often when accidents happen. If these measures do not work, then DDOT needs to return to the drawing board, and I would be open to aiding in that process.