





GREATER GREATER WASHINGTON

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

2020 Greater Greater Washington ANC Candidate Questionnaire

Ward 6 Responses ( = Endorsed by GGWash, * = Great Answers)

Name	ANC & SMD	Contested?	Our view
Keya Chatterjee	6A01		
Amber Gove	6A04		
Laura Gentile	6A05		
Robb Dooling	6A06		
Daniel (Dan) Lee	6A07		
Gerardo Mijares	6B03		
Corey Holman	6B06		*
Peter Wright	6B08		
Alison Horn	6B09		
R Andr'e Speaks	6B09		
K. Denise Rucker Krepp	6B10		*
Christine Healey	6C01		*
Pranav Nanda (write-in)	6C04		
Mark Eckenwiler	6C04		
Drew Courtney	6C06		*
Andrew Bossi (write-in)	6D01		

Fredrica Kramer	6D05		
Eric S. Blaylock	6D07	💡	
Edward Daniels	6D07	💡	
Michael Eichler	6E01		*
Tony Brown	6E02	💡	
Alex Lopez	6E02	💡	✓G
Jordan Hibbs	6E04	💡	
Rachelle Nigro	6E04	💡	✓G

Keya Chatterjee

ANC and Single Member District: 6A01

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

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

Our neighborhood is served by critically important bus routes like the X2 and 90/92 lines. During COVID we have seen that our buses are heavily relied upon by essential workers and others who have no other means of getting around. Due to a history of redlining and disinvestment, a disproportionate number of Black residents have only inconvenient bus service as a means for transportation.

This is unacceptable, and makes improving buses a critically important anti-racist policy. Improving accessible, timely, and convenient public transportation should be a top priority for our neighborhood. My campaign is focused on increasing bus service as a key element of public education, and my campaign fliers makes it clear that being “for ANC6A01” means being “For more buses”. Of course, important decisions like this should be made with the input and consultation of our community members. In that consultation process, community members should be made aware that increasing bus service will help predominantly lower income and predominantly Blacker residents whose mobility has historically not been a priority for 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?**

ANC6A01 has seen increased participation due to coverage of hot button issues and ease of joining from home, but less ability for the public to engage with the commission. The accessibility problems have included: lack of ASL interpretation at some meetings, lack of ability for the community to be seen on video, and disabling of the chat function. Given that more people have been joining online, I'd like to see online and by phone participation be the norm. However, we need to change the way we are using the technology platform to increase accessibility.

- 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! We need more affordable housing! We need to keep the area between H St NE and Florida Ave NE affordable to people who already live here and people to want to move to the area but don't make six figure salaries. A new affordable housing development sits at 13th and H St NE already, which has been a positive development. We need more of the mixed use retail/housing construction on H St NE and Florida Ave NE to be affordable. Sadly, a number of churches in ANC6A01 have been closing and putting their land up for sale, but are now an opportunity to construct new 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?**

Yes. Also, the emergency is not over. We need to add much more space for outdoor seating now to save our small businesses.

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

There are two. First, we are losing our small businesses and the jobs they provide. Granville Moore's, Dio Wine Bar, and Chupacabra are just a few of our cherished places that are headed towards being casualties of the global pandemic and associated economic impacts in ANC6A01. In addition to outdoor space for small businesses, we need city-wide rent control, including for small businesses, to address this crisis, or else we will be left with only stores that are owned by Jeff Bezos (Whole Foods, Amazon Plus, etc.), and lose our local businesses that we love. Second, our ANC supported the Mayor's budget to increase MPD funding with zero community input, over Council member Allen's proposal for modest reductions, and over the more ambitious community demands to reduce MPD funding in this constrained budget environment. We need to move to alternatives to policing and investment in programs that will defuse the sources of violence in our community, including programs that expand housing access, economic opportunity, provide mental and behavioral health services, transit equity, and job training. We have more police per capita than anywhere, and we know that police violence is disproportionately directed at Black, and brown people and people with disabilities. I support investments in restorative justice, healing justice, and violence prevention, and I support the move to take police out of our schools once school is meeting in person again.

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

I believe the greatest public servants are those who listen and work for the members of their community. I will fight hard for our local small businesses to thrive in the face of the 'disaster capitalism' that will come in post-pandemic, and for our district to be safe for kids and elders alike. We have to take care of each other as neighbors in this difficult time. If elected to the ANC, I will be an accessible and proactive advocate who fights every day to make our community a great place to live, work, attend school, and socialize. www.keyachatterjeeforanc6a01.com

- 8) Do you support transit only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?**

Absolutely. Yes and yes. As I stated above, due to a history of redlining and disinvestment, a disproportionate number of Black residents have only inconvenient bus service as a means for transportation. This is unacceptable, and makes improving bus service a critically important anti-racist policy for our city. Improving accessible, timely, and convenient public transportation should be a top priority for heavily used lines like the X2 and X9. We should also be increasing the service of the X1 line along this route to more than just rush hour service.

- 9) DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?**

This new development should be a vibrant part of our city, not a vast, barren parking lot. I will be looking to maximize affordable housing, public transportation, walkability and bikeability, access to goods and services (including groceries), and access to nature. I will also be looking at how the development is prepared for the impacts of climate change in our city-- increased polar vortexes, flooding from heavy downpours, long heatwaves, and increased rodents, and mosquitoes. Finally, I would like proposals to minimize any negative environmental impact on the Anacostia river, consistent with the goal of getting to a swimmable and fishable Anacostia river.

Amber Gove

ANC and Single Member District: 6A04

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>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

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

I support working with neighbors to generate the greatest benefit for as many people as possible—and sometimes that means reducing parking for private vehicles. Our Commission area is currently reviewing a proposal for Advisory Bike Lanes for Tennessee Ave. The approach may actually help to reduce parking issues as many complaints center on school drop off (there are 3 schools in the corridor). If more families feel safe biking their kids to school this would alleviate parking demand. Long term I would like to see more incentives, including tax credits and subsidies for people to trade cars in for bikes, especially cargo bikes which has been a game changer for our family of four.

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 virtual meetings have greatly improved accessibility and transparency. Not everyone can make it to a weekday evening meeting. I have urged the OANC to continue to provide WebEx accounts to all ANCs and hope our Commission can host hybrid meetings once we return to meeting in person. This would require tech and support, including microphones and not all Commissions can likely afford the infrastructure to host successful hybrid meetings. Fully virtual may be less expensive for many so the OANC and OCTO will need to work closely with Commissions.

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?**

This is not a domain I am expert in but I am working with our Committee to learn more—and would welcome training from GGW. I welcome more affordable housing in our Commission area. The project at 1300 H NE was a successful effort of our

Commission and is 100% affordable. I am hopeful that the revised Comprehensive Plan also allow for flexible housing for multigenerational families, seniors and caregivers and better recreation and housing options at the RFK Complex.

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

Yes. We've been working with HSMS to support applications for parklets and a streatory on H but it has been slow going. H St in particular is optimized for PUDO spaces rather than 2 hour parking. This needs to be about greatest benefit for the most number of people.

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

The pandemic has exposed existing inequalities and made even more stark the effects of systemic and institutional racism. Many families are able to work from home while others have lost their jobs or are unable to work due to underlying health conditions. Our city needs to work to identify solutions for supporting our neighbors, including those families juggling working outside the home and getting their kids online for school. This should include being willing to expand our social safety net, extend broadband and fund extra services by increasing taxes on those citizens who can afford it.

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

My experience over the last three years has taught me how to work well with DC agencies to expedite our requests for services in our Commission area. I listen to concerns and try to work out the best path to generating the greatest benefit for the most number of people. As a member of the sandwich generation—my mom recently moved here from CA and my husband and I have two school-aged daughters—I have a perspective on the needs of both young and old. Public spaces are places where our community comes together to engage with people who are different from them—our community is more cohesive when we build our public spaces and streets for both 8 and 80 year olds. I'm committed to working with neighbors to ensure everyone, from newly arrived to long time residents, has a chance to thrive and succeed in our neighborhood.

- 8) Do you support transit only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?**

Yes and Yes. I would love to see DDOT convert the streetcar lane into a bus/streetcar only lane and move toward pick up/drop off only for on street car spaces. We could also greatly expand the sidewalks and green space on H Street which would make the space much more pedestrian friendly and bring more walk up business to the area. We need to recognize that many people have invested a lot in their cars so it will be a challenge to woo them away from those to alternate forms of transit—especially post/during the pandemic. Part of how I talk to people about this is that even if you don't/can't bike don't you want to have fewer cars on the road? That usually helps.

- 9) DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?**

Housing and recreation. More affordable housing and an orientation of the entire complex toward the river would be great to see. A portion of housing should be set aside for teachers, police officers and other DC employees. We also need an indoor track facility and pool—currently DCPS does indoor track in PG County and Eastern HS does not have a pool. RFK would be a great site for both, as well as a dock/boathouse with paddle boards and kayak rentals to bring people closer to the river.

Laura Gentile

ANC and Single Member District: 6A05

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

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<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.

As commissioner, I would approach this situation, first, by proactively soliciting input, including possible alternative solutions, from those residents directly impacted by the proposed removal of any on-street parking spots. In addition to my solicitation, the District Department of Transportation (DDOT) would be required to notify affected residents and provide them with an opportunity to comment on the proposed change.

In my experience on the ANC 6A Economic Development and Zoning Committee, proposed projects that impact on-street parking spots – by minimizing or removing parking spots, or by adding new residential units that do not include parking – are typically, and understandably, met with resistance. Parking is very tight on Capitol Hill and can be a real challenge, especially for anyone who needs to rely on a car for daily activities. Street safety is also a concern for anyone who may get home late at night to find that there are no parking spots close to home. To help address those and other concerns, as well as mitigate the loss of any on-street parking spots necessary to improve street safety, I would explore options that could include reducing existing parking restrictions and tapping any viable, underutilized parking options that may exist nearby, such as allowing overnight parking in a nearby school lot.

ANC 6A has been very proactive in promoting street safety through the addition of bike lanes, raised cross-walks, and other traffic calming measures to protect pedestrians, bicyclists, and people taking transit. As part of the Mayor’s Slow Streets Initiative, several blocks in ANC 6A have been restricted to local traffic with speed limits set at 15 miles per hour to support community safety and make it easier to social distance while walking, running or biking. In addition, the ANC has been working with DDOT to discuss options to improve safety on Tennessee Avenue NE through additional stop signs, raised cross walks, and advisory bike lanes designed to passively slow vehicular traffic and provide a setback from parked cars.

One example of a project where on-street parking spots will be removed to improve street safety is the ongoing C Street NE project. In addition to removal of parking spots, car lanes will be reduced and bus stops will be moved on one stretch of C Street to increase street safety. The ANC has been very involved in this project, working closely with DDOT to provide input on proposed plans and specific design elements, and to provide opportunity for the public to weigh in. The ANC ensured that the

public had multiple opportunities to comment through both DDOT public meetings and ANC meetings. The project should be successful in transforming a section of C Street from a fast-moving commuter street to a slower road that's more friendly to pedestrians and bicyclists.

As commissioner, I would look forward to working with community residents and DDOT to explore options to further improve street safety throughout the community. As our city continues to grow, we will need to be flexible in exploring options to balance the diverse needs and interests of our community.

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

I believe that moving the ANC meetings online has been a major plus for inclusion, accessibility and transparency. Residents no longer need to leave their homes at night to attend an evening ANC meeting. Now anyone can participate virtually from the comfort of their own home by phone or by connecting online through WebEx. In addition, ANC 6A has continued the pre-pandemic practice of ensuring the availability of sign language interpreter services at all ANC meetings. Two sign language interpreters continue to be available at all virtual meetings.

I believe that by providing an option for people to participate virtually, the ANC is making these meetings more accessible and attractive to those residents who may have not been inclined or able to attend an evening meeting in the past due to a variety of reasons. At the same time, I recognize that running a virtual meeting often requires more work for the ANC meeting chair, who is typically responsible for managing the technology and keeping track of community members who are interested in providing comment, the latter of which can be more challenging virtually. Based on my experience as a meeting participant, the ANC chairs have managed this new virtual engagement process very well. As commissioner, I would strongly encourage my ANC to continue to make these virtual options available to residents even after we return to holding in-person meetings.

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

I support the affordable housing initiative and believe that this proposal is an important step toward preserving the diversity of our community. My ANC could identify any vacant, abandoned, and underutilized properties that may be viable options for affordable housing, and then work with all relevant agencies, including Department of Consumer and Regulatory Affairs (DCRA), on next steps. In addition, my ANC would continue to encourage developers to include more affordable units than the 20-30% currently required by the mandatory inclusionary zoning requirement.

Strong economic development helps to create a strong, robust community. As a former member of the ANC 6A Economic Development and Zoning (EDZ) Committee, I worked with developers to ensure the inclusion of affordable housing in new residential developments. As one example, the EDZ was very involved in the planning and design elements for the Baldwin, a 33-unit affordable housing community at 1300 H Street. All of the units in this building were priced to be affordable to households at 30% and 50% of Area Median Income.

While I support the Mayor's initiative, I also recognize that the soaring cost of land in the District can impede the development of affordable housing for not just low-income residents, but also for residents of higher income levels. Notwithstanding, I am hopeful that the Mayor's initiative will help the District make progress in meeting the growing demand for 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 would like to see sidewalk cafes and “streateries” continue in DC after the pandemic ends. Even though DC only started adding streateries in response to the current public health crisis, many cities in the world have been moving in this direction for a while. Streateries are common in many European cities. And in the U.S., Seattle has been converting on-street parking spots into streateries and parklets since 2013. The addition of streateries is a great way to repurpose some of our local streets for pedestrians. On a recent Saturday night, I had dinner on Barrack’s Row and was struck by the lively feel of the street with all of the sidewalk cafes. It was great to see so many people sitting outside dining and enjoying the neighborhood while also social distancing.

I believe that more streateries would significantly improve the livability of our community. It would increase the amount of open space for people and, in my opinion, would translate to a greener, safer community for DC residents.

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

Street safety is an important issue to my neighbors. Everyone should be able to walk and bike safely in our community. Poor street lighting and traffic concerns, which include excessive speeding and failure to comply with street signs, pose a real danger to residents. In late August, someone riding a scooter was killed by a small truck going the wrong way down 11th St. NE. I have taken steps to address excessive speeding on my own street, the 1400 block of Duncan St. NE, by submitting a request for a traffic study which was recently approved by the ANC. I have also attended ANC Transportation Committee meetings to participate in the discussions and voice my concerns. As commissioner, I would continue to participate in those meetings, solicit feedback from residents to learn more about their concerns, and work closely with the District Department of Transportation to improve street lighting and implement critical traffic calming measures necessary to keep our community safe.

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

I’ve lived in this community since 2007, and as an ANC committee member, have had the opportunity to work closely with community members, developers, and city agencies on local issues including residential/mixed-use development and liquor licensing. In addition, I have over 25 years of professional experience working with communities, businesses, and local governments as a civil servant for the U.S. EPA.

I want to serve as a resource and advocate for my neighbors with city government to ensure community voices are being heard regarding issues that impact our neighborhoods. If elected, I will enhance outreach and communications to make sure residents understand how and when to weigh in on proposed actions and decisions that could impact the quality of life in their community, and will work to work to strengthen our community by advocating for street safety, smart development, and a clean, healthy environment for my neighbors.

8) Do you support transit only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?

I would support the evaluation of H Street NE and Benning Road NE for the addition of transit only lanes, as well as for the removal of on-street parking on H Street to make that happen. In my experience as a frequent passenger of both the X2 bus and streetcar, I recognize that both are subject to frequent delays due to problems that include congestion and improperly parked vehicles.

I believe that H and Benning Street are good candidates for dedicated transit lanes, considering the high volume of vehicular traffic and congestion in the area. Dedicated transit lanes would help to organize the overall traffic flow, minimize delays, and improve overall efficiency. Further, I believe that these improvements would encourage more people to use public transportation.

Transit only lanes could allow the Washington Metropolitan Area Transit Agency to increase service and speeds of transit on H Street, which would help passengers to social distance onboard and spend less time together in an enclosed space. I have

spoken with many people who have expressed concerns about riding public transit following the pandemic due to the expectation of crowded conditions and frequent delays. In addition, I know several people who, as a result of the pandemic, have decided to purchase a car so that they can travel around town more safely – which means more cars on the road. And even prior to the pandemic, I know of many people who frequently took Uber/Lyft to work to avoid the often-crowded buses and trains.

I believe that transit only lanes would lead to concrete improvements in transit service that would benefit the community. But before making any final recommendations, I would propose a traffic study to fully characterize transit volume, current demand for service, and future demand that may be expected.

9) DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?

The development of the Reservation 13/RFK Site offers promising opportunities for additional recreation and parkland for DC residents to enjoy. As commissioner, I would look for aspects of the project that would appeal to a variety of interests and benefit DC residents of all ages and from all neighborhoods. I would look for proposals that support environmentally appropriate development of the Anacostia waterfront/shoreline and adjacent open space in a way that provides access to neighbors of all ages, all physical conditions, and from all city neighborhoods. I would look for aspects that promote a healthy natural environment, including the addition of native plants and vegetation, as well as landscape screening to reduce the impacts of noise and air pollution on the nearby community. This would also include aspects that retain the natural character of the landscape along the river as opposed to highly developed landscapes.

I would look for improvements that benefit pedestrians and cyclists, including an access path along the shoreline. I would also look for aspects that reduce the amount of land used for parking and maximize activity allowed along the waterfront for people to boat/kayak, walk, cycle, and swim. Finally, I would look for the inclusion of features that would allow people with disabilities and aging adults to easily access and enjoy the space.

Robb Dooling

ANC and Single Member District: 6A06

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>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

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

I would wholeheartedly support the project and talk with the neighbors currently using the street parking. My engagement aims to reduce negative feelings about these projects, explore what my ANC can offer these neighbors in terms of alternative transportation options, and maximize the possibility of neighbors supporting similar projects in the future.

I am already advocating to remove on-street parking spaces on H Street NE to increase pedestrian/bicyclist traffic to our small businesses. I would support similar changes to improve bus service on 14th St NE and 15th St NE in my SMD.

My previous term as ANC representative in NoMa also exemplifies my approach to trade-off situations. The most controversial issue I encountered there was the K Street NE Road Diet, where the ANC - including myself - voted to remove 42 on-street parking spaces to create wider sidewalks and bicycle lanes. I frequently contacted the residents who were using the parking spaces, hosted multiple community office hours on K Street, and invited them to multiple #GreenKSt potluck picnics where I made everyone pancakes (don't let anyone be squished like a pancake on unsafe streets!).

I also heard their concerns on the difficulty of alley access (as opposed to street parking in front of their house) and advocated for them in the DC government on resolving sanitary and crime issues in alleys. Finally, while attending many meetings on the issue, I advocated for the most vulnerable road users who were benefiting the most from the project and strove for coalition-building in introducing these neighbors to each other. The K Street Road Diet was a success and DC is now expanding the bike lanes to the west to reach Mount Vernon Square.

I aim to make my ANC a gold standard for transparency and civic engagement while advancing progressive climate policies such as removing on-street parking and making it easier to bike or take transit anywhere. I spent some of my first two years in DC visiting all 400 Capital Bikeshare stations that existed at the time and all 91 Metro stations. I love exploring the DC area while car-free and I am enthusiastic about making it easier for others to do the same.

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 meetings have been a mixed bag in that transparency has improved, inclusion has worsened, and accessibility has moved in both directions. In ANC 6A, some of my neighbors who are working mothers or short on time particularly enjoyed greater transparency and accessibility in joining ANC meetings while at their dinner table with their kids. Other activist neighbors, however, felt at a loss for inclusion when ANC 6A muted and hid participants in WebEx meetings where the participants could have held up signs, applauded, or booed in pre-pandemic meetings.

Accessibility for the 25% of Americans who have a disability, including myself, significantly changed between the pre-pandemic and pandemic worlds. Some videoconferencing software, such as WebEx, has already spawned a disability lawsuit in Massachusetts over lack of accessibility, namely screen reader support, for blind users. Zoom is more accessible for people who use screen readers and a broad range of disabilities. For Deaf participants, WebEx requires the meeting host to send a separate panelist invitation to all Deaf participants and all interpreters to ensure that they can see each other. In WebEx, the ability to “pin” an ASL user’s video is also limited to the host and a regular participant cannot do it themselves. This requires much more labor and communication before and during each meeting. Zoom, on the other hand, makes it easier for the host to show anyone’s video and anyone can pin anyone. Many ANCs continue to use WebEx and not Zoom, however.

I would like for ANCs to advocate for the DC Office of the Chief Technology Officer to purchase Zoom instead of (or in addition to) WebEx. Zoom’s security issues from early 2020 (involving unsafe default options) have been resolved by many ANCs, such as 2B, 1A, and 5D. These ANCs currently are paying for their own Zoom account and hosting all meetings on Zoom. Other ANCs are sticking with WebEx because the DC government gives them WebEx for free, but this is a disincentive for accessibility. In the longer term, I would like for ANCs to continue to offer the option to join meetings virtually once we have returned to in-person meetings.

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

I absolutely support #36000by2025 in expanding DC housing and designating more homes as affordable. We must go above and beyond these goals to end homelessness and displacement in DC and establish housing as a human right. We also need to designate more than a third of these units as affordable to individuals making less than 30% and 60% of Area Median Income (AMI). ANC 6A in particular has lost many longtime residents - especially our Black neighbors - since 1990 because of skyrocketing rental rates and property taxes that occur when supply does not meet demand.

ANC 6A is well-positioned to reverse these trends and add more households by negotiating with property developers seeking to build in the H Street Corridor. In particular, Hechinger Mall, the Maryland Avenue Shell gas station, the former Argonaut bar, and scattered vacant buildings in our neighborhood are either already in the process of being purchased or present prime opportunities for housing expansion. ANC commissioners have significant leverage in directing these developers and the DC Council toward deeply affordable homes that benefit our neighborhood instead of excessive numbers of offices, hotels, and short-term AirBNB or luxury units.

A hardworking ANC representative invests many months of planning and community meetings into each new project. We need input from all neighbors on how growth can best benefit all of us. I am particularly experienced in this area of leadership from my time on the NoMa ANC and I am eager to serve our H Street Corridor in the same 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?**

I spent much of March, April, and May 2020 advocating these exact changes and supporting tactical urbanism projects to create some of DC’s very first pandemic extended sidewalks, as described in one of my guest contributions to Greater Greater Washington: <https://ggwash.org/view/77102/frustrated-dc-residents-are-widening-sidewalks-themselves>.

I have dedicated much of my activism to making these changes permanent. I see the pandemic as an opportunity to reimagine our public space like what countless other cities have done, from Paris to Oakland.

We also should focus these changes on benefiting people just as much as they benefit businesses. As I wrote in Greater Greater Washington in April 2020, “Sidewalks on DC’s most densely populated streets, including Martin Luther King Jr. Ave SE, Alabama Ave SE, and Benning Rd NE/SE, are frequently less than five feet wide. All of the aforementioned sidewalks also abut roads with at least four lanes (48 feet) dedicated to automobiles or parking and are located in majority-Black neighborhoods. Car traffic is significantly lower during the pandemic, which delivers striking images of crowded sidewalks astride nearly empty roadways.”

During and after the pandemic, ANCs ought to continue exploring new ways of using public space, especially when they are able to better protect more vulnerable road users.

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

In June, the current ANC 6A responded to Black Lives Matter demonstrations by voting to support an increase to the DC police budget. Many neighbors were upset about the ANC’s position.

My position is that ANC 6A should, in the future, support reasonable decreases to the police budget and expanding Southeast DC’s already successful violence interrupter program, social workers, and mental health resources. We want to make our neighborhood safer via the recommendations of the WHO and the CDC to support “public health approaches” to crime, including restorative justice. These methods are worth exploring instead of doubling down on unsuccessful suppression methods.

25% of Americans have a disability, 50% of people killed by police have a disability, and 100% of Americans can make a bigger difference by getting more involved at the local and state level. That is why I am running for ANC.

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

Affordability is going to make or break the soul of our neighborhood: we have lost so many of our homeowners, renters, and small business owners, including many of my friends, because of lack of affordability. In particular, the H Street Corridor’s Black population went from 77% in 1990 to 45% in 2010. We are facing skyrocketing rents, property taxes, and other casualties of DC government’s failure to keep pace with the demand for housing and space in this neighborhood.

My experience successfully negotiating with developers as a former ANC for NoMa; my passion for safe streets, affordable housing, and climate action; and my commitment to working with neighbors to equitably solve local issues all make me the best person to represent this SMD.

- 8) Do you support transit only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?**

I have been asking the District Department of Transportation for this exact change for many years. I especially support removing on-street parking on H St NE and Benning Rd to improve transit accessibility and promote sustainable transportation in the corridor.

If elected, I would champion the cause of transit-only lanes on H Street NE and Benning Rd, among similar causes. In talking with neighbors and businesses, I have pointed to the successful example of the transit-only lanes on H St NW and I St NW in downtown DC to help build support for the project.

Further, I would also aim to make the lanes transit-only 24/7 (improving on the H St NW example) because the X2 bus operated 24/7 before COVID-19. We should promote the X2 and X9 as the fastest way to traverse our corridor all the way from Capitol Heights and Minnesota Ave Metro Stations to Lafayette Park.

9) DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?

I would ask developers for housing designated as affordable to individuals at all levels of Area Median Income (AMI), parks, and spaces conducive to small businesses as well as transit connectivity. This connectivity should benefit the Stadium-Armory Metro Station, walkability to the DC Streetcar and Metrobus stops, and the East Capitol Street bicycle lanes as well as future bicycle lanes.

The bidding process is an avenue where hardworking ANCs can exert significant influence in changing their neighborhood for the better, as I learned while I was ANC representative for NoMa. Developers seeking ANC support are highly amenable to changing their proposals in response to ANC requests, even those from a single commissioner. During the RFP process for 2 Patterson St NE in my former district, I personally met with every single organization proposing to develop the site and successfully negotiated increased numbers of deeply affordable housing (units for individuals making 0%-50% of AMI) and a new park (coming soon to North Capitol and N St NE!) - as a baseline for all proposals.

On a related note, I would be remiss if I did not thank the experienced affordable housing advocates with Washington Interfaith Network for guiding me through these complex negotiations with developers and telling me exactly what to ask for at each step of the process. I encourage all stakeholders involved with the RFPs for Reservation 13/RFK to seek their counsel.

Daniel (Dan) Lee

ANC and Single Member District: 6A07

- 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>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

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

I strongly support environment friendly alternatives for transportation, such as increasing the use of buses, carpooling, cycling, and walking. Framing the complexity of the choice is difficult, because this is not a straightforward either/or decision. By improving bus service through dedicated bus lanes and providing walking and cycling paths would mean sacrificing limited and valuable space for resident parking. The choice, one way or the other, would have far-reaching ramifications that affect the public interest beyond that of the limited enclosure of an SMD. Thus, my approach would be to bring to the table reasoned yet sensible perspectives that hopefully would weigh the interests of SMD residents versus that of the broader neighborhood.

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

A possible silver lining of the pandemic has been an unprecedented rapid adoption—as well as cultural acceptance—of virtual meetings which, in many ways, has further democratized the democratic process.

Pre-COVID-19, our local monthly ANC meetings were only in-person and, if one missed a meeting, they only had written minutes to rely on. Today, our ANC meetings via WebEx are recorded so the entirety of the session can be viewed on one's own time. In a post-COVID-19 world, I would strongly advocate for continuing to hold in-person meetings, in addition to an online option (e.g., WebEx, Zoom, Facebook Live), so that any resident wherever they may be can attend and participate. This is critical because providing additional options to participating in our local democratic process directly leads to broader inclusion, easier accessibility, and greater 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?

I support the Bowser Administration's proposal for increased affordable housing units. One of the pillars of my campaign is to approach development thoughtfully – in a way that is inclusive and strengthens our community. Affordable housing is central to promoting greater inclusivity. New development, if done right, can help communities as a whole grow and prosper. But this should never come at the cost of excluding those who cannot afford to live in one of the most expensive cities in America, and it must not push out families who have called our neighborhood their home for several generations.

The lack of housing units is what currently drives up the prices of available homes in DC, so Mayor Bowser's proposal is a sensible approach to re-balancing the housing landscape. Our SMD, 6A07, has been gentrifying at a steady pace over recent years and it will likely continue. With every development decision on its agenda, our ANC has a responsibility to actively promote additional affordable housing units because equitable housing is what helps our community grow stronger.

But it is not only housing that matters. For communities to thrive, we need safe and open parks, recreation centers, libraries, and schools. My neighborhood, Rosedale, is fortunate to have such facilities that were recently built. As ANC Commissioner, I will actively fight for not only creating new community spaces but also ensure that sustainable funding is available to maintain such places for years to come.

- 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, to the extent possible, promoting greater use of outdoor spaces is not only good for the scenery and fresh air, it is visible evidence of a cohesive, dynamic community. And in our current social climate, the more diversity we see and hear in our streetscapes, the better. The prevalence of streateries are a wonderful byproduct of the pandemic. And, hopefully, in the near future when we can transition into a post-pandemic world, these fixtures should remain, because a further byproduct would be the reduction of vehicular traffic, which contributes to lower emissions and a cleaner environment.

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

ANC 6A07 has not been immune to gentrification. As a result, we have residents across the spectrum—from those in low-income housing to those living in \$1M+ homes, all in a roughly four block by four block area. Not surprisingly, there isn't much interaction amongst community members across the SMD and I worry that this has led to an imbalance of representation at our local ANC. As Commissioner, I commit to proactively and regularly engaging with all our community members (e.g., through social media, newsletters, in-person/virtual office hours), bringing their concerns to the table, and ensuring that its collective voice is heard at each and every meeting.

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

I'm fortunate to have built a career in public service by solving tough problems for and with others. I worked on domestic policy issues (health care, housing, education) at the White House, before moving to the state level and working for the Governor of Massachusetts where I tackled challenging everyday issues affecting public transportation, housing, and economic development. Today, my day job is working for a global development institution where I am part of its mission to eliminate poverty and bring economic opportunities to some of the poorest countries in the world. My friends and colleagues say my passion is making better happen, and when I moved to the Rosedale neighborhood, I found a community that I wanted to serve.

- 8) Do you support transit only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?**

As a regular commuter (pre-COVID-19), on the X1/X2 lines and the Streetcar, I strongly support transit-only lanes on H St NE. Similar to my approach as explained in the first question, this is a scenario in which one decision can have far-reaching ramifications beyond H St NE, thus sensible consideration must be given to all stakeholders in the process.

Presently, parking is limited on H St NE, however the benefit of having an efficient flow of mass transportation along a vital thoroughfare bolsters the broader economy, the community, and helps local business owners, as well as residents of all the SMDs in the area. To ensure an equitable approach, I would support a pilot program that tests the removal of on-street parking on certain stretches of H St NE. If successful, as it has been in other parts of DC, I would support a long-term solution that balances the needs of the local community with that of the broader public.

9) DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?

The initial development of The Fields at RFK Campus has been truly a wonderful success from the viewpoint of a resident. I have personally enjoyed use of the fields on numerous occasions and have marveled at the quality of the facilities – this should be a point of pride for all Northeast DC residents. The next phase of development of Reservation 13/RFK should include residential and retail/commercial options that will aim to anchor the site for the next 100 years, but any proposal should be careful to weigh the physical, social, and economic impact on the surrounding neighborhoods. In addition, to avoid increased traffic and congestion, dedicated pedestrian and bicycle paths, and bus lanes should be amply supplied.

Gerardo Mijares

ANC and Single Member District: 6B03

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

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

I personally am in favor of improved public transit and encouraging people to utilize bike share programs and walking over personal cars and motor vehicles, however I think the most important thing would be to provide notice to all of my constituents and ensure they have a voice in the decision. I would leverage the personal database that I have been creating of residents in 6B03 and provide notice either through blogging or publications. I would provide clear and fact-based support for why the benefit of reduced traffic congestion and improved safety outweighs the cost of removing on-street parking. And, most importantly, I would solicit feedback to understand why others may have an opposing view.

A perfect example of this was the handling of the proposed renovations to the surrounding areas of the Eastern Market Metro Park and Plaza, specifically the removal of the slip lanes in front of the Dunkin Donuts at the intersection of 8th St. SE and Pennsylvania Ave. SE, which were presented by the Department of General Services ("DGS") to our ANC in October 2019. The biggest issue was not the proposal itself, but the truncated timeline on which DGS was trying to push approval of the renovations without allowing the ANC and its constituents the opportunity to understand and voice concerns. There was a better way to galvanize community support, but instead ANC 6B residents felt that they did not even have the opportunity to say that they approved of the changes or would approve subject to certain additional conditions being met.

The solution is refining systemic communication processes/procedures within the commission to ensure notice is provided to its constituents. The ANC has its website, and it is good. But there are ways to improve both the platform itself and, more importantly, encouraging residents to engage through the website and improve knowledge and awareness of where they should go for the latest and greatest developments and updates. Simultaneously, the ANC, while it does not have the authority to mandate consent rights over projects such as the Eastern Market Metro Park and Plaza surrounding developments, must continue to make its internal review and approval processes clear to other city entities and administrative bodies. This allows these entities the opportunity to work more constructively with the ANC and, more importantly, puts them on notice of the right way to garner the support of the ANC and its residents.

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. I have been able to dial in to meetings from my phone while cooking and/or working to see what is going on in the community. To be sure, when the city determines that it is safe to begin in-person meetings pursuant to whatever safety guidelines are published, then those meetings should resume in-person once again. However, the dial-in information through Webex should remain an option for all those who desire the ability to listen in or participate remotely. Bottom line: people should be afforded the opportunity to know what is going on in their community with relative ease and minimized burden on their schedules and day to day life. Online platforms provide that, and they should continue.

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. And here's how and why. The priority in this very moment is to continue to strongly advocate for the inclusion of supportive housing units for low income families in the Hill East Redevelopment project located on Reservation 13. The Hill East Phase I Development process, which was focused on just 2 of the 10 parcels of land that are part of the overall project, has already stated that a residential community of 100 permanent supportive housing units will be built in the winter of 2020 to support very low-income families as part of the over 12,000 square feet of retail space. The Hill East Phase II Development process is in the early stages of the approval process to designate the land as being open for private use, and with it comes 8 additional parcels of land and more opportunities to push for affordable housing beyond what has already been secured in Phase I. Reservation 13 provides unlimited possibilities in terms of creating a mixed residential and commercial community whereby new businesses can enter and create more job opportunities that will help combat the economic distress created by the COVID crisis. Those new opportunities can go hand in hand with new affordable housing, both in the form of mixed-family and single-family units, whereby members of our ANC 6B community can have a home that they can be proud of and a job in an up and coming part of our city.

One of the ways the ANC can be creative in advocating for this is by simply looking to and adopting what has already been done in our ANC and pushing for new housing in Reservation 13 that is similar. For example, the Townhomes on Capitol Hill, located just off of Barracks Row between 6th and 7th Street SE, and Virginia Avenue and Ellen Wilson Place SE, is a mixed-income, limited-equity, cooperative located in the midst of Eastern Market, Barracks Row, the Navy Yard, and the National Mall. Housing is priced using D.C.'s Average Median Income ("AMI"), with approximately a quarter being reserved for households falling below 25% of AMI, a quarter between 25-50% of AMI, and half between 50-115% of AMI. It's a beautiful community, with amazing people from all socioeconomic tranches, and housing structures that blend in seamlessly with the charm of Barracks Row and Capitol Hill. It's a community that transcends any socioeconomic disparities, and allows everyone who is a part of it to build relationships with one another while allowing all of us to enjoy everything Capitol Hill has to offer. We need to make sure we are engaged and in the know on how to make sure we incorporate these same successful residential formats in these awesome new developments in Hill East.

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 answer to that question goes hand in hand with providing new ways for people outside of our single member district to come and enjoy our restaurants and retail space on Barracks Row. The goal is to bolster the viability of these businesses both through and beyond the pandemic, and the best way to do that is with increased foot traffic. For some patrons who do not live in our neighborhood, driving is either their preferred or only means by which to get to our community in an efficient and timely manner. Accordingly, the question is really contingent on us exploring new routes with public transit, and increased availability and use of

bike share, scooters, and mopeds (most recently introduced with Revel), so that we can continue to encourage these patrons to make the journey to our neighborhood and support our neighboring businesses.

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

I think the biggest issue at present is continuing to identify the not so obvious or apparent ways COVID has systemically affected the lives of the residents of our neighborhood. Our neighbors are each handling the struggles of education for our children, work from home, and elderly care in different ways. Those difficulties are not as easily identifiable as compared to a struggling business on Barracks Row. The adverse changes of a local business are visible to us, because we rely on that business as much as it relies on us. But the struggles that our neighbors are dealing with are not advertised, or necessarily impact our day to day lives to the same extent that the loss of a local neighborhood business would. Because of this, it is so important that we create more official channels of communication regarding what resources are available and, more importantly, obtain more information on what are the areas of improvement that we can research and implement to create the maximum benefit for our neighbors as they go about trying to navigate the "next" normal.

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

When I moved to DC, I had the opportunity to live in NoMa, Navy Yard, Shaw, and Capitol Hill. My time living in these different neighborhoods allowed me to develop a strong appreciation of how special Capitol Hill is, and is ultimately the reason why my wife and I decided to buy our first home here. My enthusiasm for my home and my neighborhood coupled with my professional background counseling clients in financial distress due to the pandemic positions me to uniquely serve my neighbors during these strange and difficult times. Every candidate has something to offer, but what I offer is a (i) new perspective informed by my time living in different neighborhoods in our city, (ii) new ideas inspired from my time servicing clients in a professional capacity, and (iii) a new commitment to work with the other commissioners, our city officials and departments, and with my neighbors for the greater benefit of our community.

8) DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?

The two aspects that will be most important to me are: (i) plans for increased affordable housing, as I detail in my response to the third question of this survey, and (ii) job creation. With respect to job creation, I'll not only be focused on estimated employment opportunities, but also on the characteristics of the businesses being contemplated or proposed (i.e., chain retailers vs locally owned; diverse ownership and/or management; and services and products that will be specific to serving the aging population in our neighborhoods).

9) What's your position on the current design of the Southeast Boulevard and Barney Circle project?

I'm generally supportive of it. The project integrates multimodal complete streets to serve vehicles, transit, cyclists, and pedestrians while addressing a citywide need by integrating bus parking on site. I believe it will increase green space making the neighborhood more vibrant, and revitalize the waterfront.

10) Do you support DDOT's Pennsylvania Avenue Corridor Study, which removes one automobile lane for protected bicycle lanes and further adds bus priority lanes in rush hour directions?

Yes; please see my answer to the first question of this survey where I discuss why I am proponent of exploring improved bus service or safety for people walking or bicycling in our neighborhood.

Corey Holman

ANC and Single Member District: 6B06

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>	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.**

Absolutely. As a member of the ANC 6B Transportation Committee in 2017, I initiated ANC 6B's request for bike lanes on Pennsylvania Avenue SE between the Sousa Bridge and the Capitol. As a Commissioner, the study progressed to include bus lanes which will remove rush hour parking. Up to 1/3 of all people traveling along Pennsylvania Avenue travel by bus and Capitol Hill SE lacks any multiblock protected bike facility. This is the right project in the right location. Safety and equity should take priority over parking. On a smaller level, I wholeheartedly supported the DDOT safety improvements at Kentucky Ave, Potomac Ave, 15th Street and G Street which removed 7-9 parking spaces but dramatically improved walkability and added bike 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?**

Virtual meetings have been a boon for ANC engagement for certain segments of the community. I've heard from countless parents, busy professionals, and those with mobility issues that they've finally "attended" their first ANC meetings. However, ANCs continue to learn to both moderate these meetings well and ensure equity of voice. Moving forward in a way where virtual hearings are no longer mandatory, virtual options must continue.

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 ANC 6B's Comp Plan amendment comments, I authored the resolution that supported increased density in portions of ANC 6B and reiterated our support for the Housing Equity Report. Putting that into action, I chaired the committee that led to ANC 6B support of a 900-unit Planned Unit Development whose main community benefit was a provision of an extra 36 inclusionary zoning units (including 4 2-bedrooms at 50% Median Family Income). While the Capitol Hill Historic District places onerous

restrictions on ANC 6B fully doing their responsibility to reach these thresholds (especially the market rate component), there are still other opportunities including authoring rezoning applications of land bounded by 12th Street, Water Street SE, and Southeast Boulevard to high-density residential zoning.

- 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, but it should be done with more thought and care to ensure effectiveness instead of relying on unhelpful or under-resourced BIDs or Main Streets organizations. ANC 6B has two particular stretches that have been turned over to automobile dominance that should be reimagined. The 200 and 300 blocks of 7th Street SE serve little role in the transportation network and should be turned over to both the public and for private business expansion. And 8th Street along Barracks Row has 50 feet designated to cars but the existing sidewalk cafe space is so limited, people walking have to squeeze by for a paltry number of tables. The diagonal parking along 8th Street SE should be removed and the street redesigned to ensure the success of our businesses both during the public health emergency and after.

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

There are two major land use, transportation, and quality of life issues facing our neighborhood that have been flying under the radar. One, DDOT continues to move forward with plans to widen the 11th Street SE on and off-ramps and Southeast Boulevard, to funnel more traffic into and out of our neighborhood. The other is the plans to lease public space along the Anacostia Waterfront to a private heliport operator, which will destroy the long-term plans for parkland along the Anacostia once environmental remediation from the Washington Gas production facility is completed in 2022.

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

Representing a community on the ANC takes someone who is willing to work diligently with multiple layers of the District Government while continuing to promote values of equity, safety, and transparency. I have proven abilities to work with agencies to provide solutions to residents and to work with the Council on multiple fronts to ensure legislation is advanced that reflects the values of our community. In my roles as an ANC commissioner, I have worked diligently to advance plans that increase housing production and potential and improve safety for all people in public spaces. And, finally, I have authored multiple resolutions promoting our progressive values and repudiating fellow commissioners on issues of homelessness, police funding, and school renamings.

- 8) DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?**

Residential development at Reservation 13 requires 15% of gross floor area to be dedicated to families making up to 30% of the median family income. a further 15% must go to those making up to 50% of MFI. I say this to justify that we must mix affordable housing development with other community-serving facilities like elementary schools, medical offices, and eldercare facilities. I will encourage ANC 6B to ensure whichever project we support maximizes density and buildout and serves the mix of housing and other needs identified in the Reservation 13 master plan.

RFK will likely not involve ANCs this early in the process, but I will continue to use my person and ANC influence to continue to lobby council members that the RFK site offers nearly 100 acres ready for high-density development plus 80 acres of parks in the flood plains and a football stadium is an anathema to that vision.

- 9) What’s your position on the current design of the Southeast Boulevard and Barney Circle project?**

I authored a resolution at ANC 6B to request that the Office of Planning designate the area as medium density residential in their Comp Plan amendments, which OP incorporated in the latest revisions. That is to say that I fully support removing the Southeast Freeway stub rebuilt by Vince Gray in 2014 and adding a buildable land for 4-7 story buildings with substantial affordable housing components with a bus garage underneath, presuming the environmental impacts of that are mitigated (by making is electric bus only, for example).

10) Do you support DDOT's Pennsylvania Avenue Corridor Study, which removes one automobile lane for protected bicycle lanes and further adds bus priority lanes in rush hour directions?

I enthusiastically support this project and ensuring its success is my #1 priority of my next ANC term if elected.

Peter Wright

ANC and Single Member District: 6B08

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

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

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

If on-street parking were to be removed, it would be important for residents to understand why and to ensure their engagement in the process. Before any final decision is made, adequate notice must be given to the stakeholders and impacted residents about the potential change and reasoning for that proposed change detailed, allowing them the opportunity to provide input and thoughts. A fair and transparent process gives the stakeholders a vested interest in any improvements being made. However, it would be hard to fathom an intentional decision to provide worse bus service or less safe bicycle and walking options in order to save a few parking spaces. Providing inadequate support and safety measures for alternate transit options would discourage residents from using them and increase the untenable reliance on personal vehicles.

- 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?**

As with any change, I think there are both positives and negatives to the move online. Overall, I think it is more positive than negative. Online meetings permit residents that may not be able or willing to attend in person to attend all or part of the ANC or committee meetings. This could be particularly helpful for elderly or disabled residents who could have difficulty traveling to in-person meetings, a parent that wants to be home to help put their children to bed, or someone who doesn't feel comfortable attending in person but wants to learn what the ANC is doing. However, an unfortunate reality of moving online is that it could exclude residents who may not have easy access to technology or Internet service. There is also an intangible human element that is missed in online meetings that makes free flowing debate and discussion more difficult.

Moving forward, I think it is important that ANC meetings return to an in-person format once it is safe to do so. D.C. statutes require in-person attendance and voting of the ANC commissioners, so it is important to respect that statute. However, I would like to see meetings continue to be made available remotely through video or audio to permit those who are unable or unwilling to attend in person to listen in and be engaged.

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

I support this initiative to provide affordable housing to persons making 60% or less of the Area Median Income. As our city grows and continues to welcome new residents, we must make sure we aren't leaving anybody behind. It only makes sense to make sure that affordable housing is included in the growth plans. The ANC can help these efforts by identifying opportunities to include affordable housing units integrated throughout the area, encouraging developers to consider this in their planning, and making recommendations for appropriate implementation and action to DCHA. These efforts should include smaller multi-family buildings and rowhouses, not just large apartment buildings or public housing complexes.

- 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 pandemic will continue to re-shape how we function throughout the city. It has required us to be creative and reimagine public spaces out of necessity, but has also opened our eyes to previously untapped opportunities on how to use these spaces. Finding workable solutions to expand capacity benefits both the restaurants and the patrons. While the structure of the "streateries" may need to evolve to continue beyond the pandemic, the foundation is there for continued success.

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

I think the biggest issues facing ANC 6B are the major developments will reshape the neighborhood and have a significant impact on its residents. This progress needs to be addressed in an intelligent manner that considers all residents and creates a variety of services to support and enhance the community. I am concerned that looking to the future could cause us to forget or neglect the existing history and prominent areas within 6B. While the prospect of development at Reservation 13 or along the waterfront are exciting, we must not let that take away from supporting the businesses and fantastic offerings of Barracks Row, Eastern Market, and the Pennsylvania Ave. corridor. And we must not let it be to the detriment of the existing residents and quiet, congenial atmosphere felt throughout ANC 6B.

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

I am passionate about serving others and working hard to protect their interests. I try to understand the interests of the stakeholders in an issue and find creative solutions to reach a reasonable resolution. As the voice for ANC 6B08, I will advocate for all members of our community and ensure that smart decisions are being made to improve the lives of the residents of our neighborhood.

- 8) **DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?**

I would like to see proposals that would expand the Hill East neighborhood to the river and provide supportive services for that area. I am reluctant about development options that would fill the space exclusively with large apartment complexes and office buildings that would create a clear delineation between Hill East and the Reservation 13 plot of land. While that may have been the route taken by areas such as Navy Yard or the SW Waterfront, it doesn't flow well with the existing neighborhood and would create a clear demarcation between the two areas. It is important that any development includes restaurants, retail, a grocery store, and green space to support the surrounding neighborhood and additional residents. It would also be important to find ways to provide smooth connections between Reservation 13 to existing green space of the west bank trail and the new fields at

RFK. As an aspirational goal, development of this area could be an opportunity to consider the future of the D.C. Jail, including any improvements to (or replacement of) the facility and inclusion of the support and re-entry services that could be part of a larger criminal justice reform discussion to reduce over criminalization and recidivism.

9) What's your position on the current design of the Southeast Boulevard and Barney Circle project?

Generally, I think the current design does a decent job of serving the needs of the local community, while supporting the larger goals of the city. Installation of a bus parking garage could impact the neighborhood, but proper environmental controls and traffic management systems would seemingly negate that. The project also creates an opportunity to slow car traffic, making it safer for pedestrians and bicycles while connecting the neighborhood to the underutilized waterfront area. Creating an easier connection between the 1333 M St development, the marinas and boathouses, and any future area developments to the existing businesses and transportation along Pennsylvania should be an integral consideration in how this project is developed and implemented.

10) Do you support DDOT's Pennsylvania Avenue Corridor Study, which removes one automobile lane for protected bicycle lanes and further adds bus priority lanes in rush hour directions?

Yes. Adequate infrastructure for alternate transit is necessary to make it usable and safe for residents. If the quickest and easiest way to get down Pennsylvania Avenue becomes a bicycle or riding the bus in a priority lane, that will encourage more people to use those systems. Further, the study seems to have overwhelming community support.

Alison Horn

ANC and Single Member District: 6B09

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>	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.**

Streets comprise more than 80% of public space in most cities, and too often, they are designed in a way that prioritizes only travel by personal car at the expense of people who rely on other forms of transportation like bikes, busses, trains, and walking. I believe that an important part of creating safe and sustainable communities is thoughtful transportation policies that develop designated bike and bus lanes and bike parking. I recognize that this sometimes comes with the removal of some on-street parking, and I think that is a fair and good trade for our city to make. Thankfully, ANC6B09 has plentiful available street parking, and many neighbors also have off-street parking options, so we can afford to give up some on-street parking in order to create bike and pedestrian friendly streets.

But of course, development of additional housing units in the neighborhood could put a strain on available on-street parking, and I would support the following solutions. An overhaul of our residential parking permit system could help ensure that we can have our cake and eat it too. We can have complete streets that are safe and efficient for bikes, busses, and pedestrians, and we can make sure that neighbors who need street parking have access to that as well by reworking the residential parking permit (RPP) system so that zones reflect land use and availability of existing off-street parking options, thus saving RPP spots for those neighbors who truly need them. In addition, when considering new housing developments that would bring more drivers to the neighborhood, we can work with developers through community meetings and MOUs to ensure that new developments would not put excessive strain on the availability of on-street parking for our neighbors by ensuring that they include off-street parking for their residents, and more importantly that they include bike racks as well as bike share stations and membership perks for residents in order to encourage bike use.

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 that over all, ANC meetings moving online has been a net positive for inclusion, accessibility and transparency. Like many of my neighbors, I have often worked jobs that required evening hours, which made it hard to join meetings, and that like many neighbors, I have not to disrupt meetings by popping in for part if I was not available to attend the full meeting because of work

obligations. Online meetings allow neighbors, even those who can only attend a portion of a meeting, to do so conveniently from wherever they are. Additionally, I know many of my neighbors have childcare and familial obligations that make it hard to attend in-person meetings on school nights, and that neighbors with disabilities or those without adequate transportation to get to meetings may struggle to attend in-person meetings. For many of them, online ANC meetings are also more accessible. One caveat is that in the District, we have wealth-based gaps in access to technology, and many neighbors may lack access to a computer or a stable internet connection. I think that when we can safely return to having in-person ANC meetings after the pandemic subsides, we should endeavor to keep an option for constituents to attend ANC meetings online in order to encourage participation. I think my neighbors often have great ideas and valuable input regarding the issues facing ANC6B, and that we should make it as easy as possible for them to attend ANC meetings, and that is accomplished by giving them as many avenues to join as we can.

- 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?**

DC has an affordable housing crisis. My neighbors, like so many others across the District, spend a huge portion of their income on housing costs. As housing costs skyrocket, many long-time residents of the neighborhood are priced out. I think these long-time residents are an important part of the fabric of this neighborhood and this city, and that we should do everything in our power to ensure that we fight for a neighborhood that is affordable, diverse and inclusive. There is a lot of development underway in Hill East, from Reservation 13 near the Stadium Armory Metro and the DC Jail, to the housing units above and around the newly reopened Safeway, and the developments up and down Pennsylvania Avenue. I believe that ANC6B has a role to play in ensuring that new housing developments reflect the values of the residents of the neighborhood. Specifically, the ANC can and should enter MOUs with developers that require them to include more affordable, and particularly deeply affordable housing units as possible in order to gain the support of the ANC.

I was grateful for the opportunity to submit comments several years ago in support of redevelopment of the old Boys and Girls Club on the 200 Block of 17th Street SE, just steps from my house, and agreed with the majority of my neighbors who submitted comments that a good use for that property would be an affordable senior living community. I hope to push forward with plans to put that vacant property to good use in the near future. I also would also be pleased to support any ANC resolutions in support of Council legislation to expand rent control above existing levels, and would look forward to listening to my neighbors, who I'm sure will also have great ideas for how we can expand affordable housing options in our 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?**

I think that the "streateries" are a great innovation, and I, like many neighbors, value the expanded restaurant patio space, walkability, and opportunities to help keep beloved local businesses afloat. I do think that we should continue to use our public spaces in this way once we settle in to a new post-pandemic normal.

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

I believe that the biggest issue not addressed here is public safety, which, to me, is inextricably linked with racial justice, so I'll address both here. The issue of gun violence is personal for me. Too often, when I see news reports about people who have been shot in DC, their faces are familiar – former clients or people I've gotten to know through my public defense or civil rights work. That's why it's so important to me that we work to seek proactive solutions that'll actually prevent crime.

It's not a radical idea that we should have mental health professionals respond to people having mental health crises rather than police. It's not radical to think that investments in affordable housing, job programs, recreational & educational opportunities and violence interrupters will decrease crime. These things make sense. What doesn't make sense is insisting that the only way to create safe communities is by increasing police budgets. I believe public safety also means creating designated bike lanes to keep bikers safe, as well as traffic calming measures to prevent auto accidents and to keep our communities safe for pedestrians.

I believe Black Lives Matter and our Black neighbors deserve better than paint on the ground and empty promises. We need targeted budget investments to close racial gaps in economic opportunity, educational attainment, health outcomes and more. I was pleased that ANC6B used grant funds to support Serve Your City DC and Ward 6 mutual aid, and I would hope to expand these types of granting opportunities in the future.

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

I have spent my career serving our most vulnerable neighbors and being pragmatic and creative in helping to solve problems they face, often helping them to navigate access to programs and services offered by various departments of DC Government. It has required me to work hard, to be a good listener, and to be in community with a wide array of diverse DC residents, all skills which would serve me well as a strong advocate for the needs of my constituents in SMD 6B09. I am inspired by and I share my neighbors progressive values on issues like racial and economic justice, environmental conservation and public safety. The residents of SMD6B09 care about being kind to our neighbors, creating sustainable and inclusive communities, and creating a vision for public safety that uplifts and empowers our neighbors rather than oppressing them. I share these values, and I would hope to fight for them as ANC.

8) DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?

This issue is very important to my neighborhood, which directly abuts Reservation 13. I will be looking for what my neighbors have long demanded: affordable housing, recreation options that are available to all community members, not just those who can afford the high rent at the new fancy buildings, development of off-street parking that will prevent strain on off-street parking that neighbors near reservation 13 rely on, and green and sustainable design that is consistent with our priorities for combatting climate change. Specifically, this sustainability piece should include green construction of structures (LEED certification), development of solar, development that is done in a way that minimizes run-off and preserves of riparian zones since these sites border the Anacostia River, and development that promotes and enhances opportunities for bikers and pedestrians.

9) What's your position on the current design of the Southeast Boulevard and Barney Circle project?

I would love to see the re-development of Southeast Boulevard and Barney Circle, and think it should be done in a way that promotes safety and ease for walkers and bikers, and that is environmentally sustainable, that protects riparian zones and minimizes run-off so that some day the Anacostia River can be a place where neighbors can swim and fish. I often hear from neighbors that we need to develop more public recreational opportunities that are available to all of our neighbors, and I think this project has the opportunity to do that by connecting residential areas on Capitol Hill and Hill East to the Anacostia Riverfront trail.

10) Do you support DDOT's Pennsylvania Avenue Corridor Study, which removes one automobile lane for protected bicycle lanes and further adds bus priority lanes in rush hour directions?

Yes, I believe that expanding bike and bus lanes provides benefits for our community in a number of ways. First, helps promote greener, more sustainable forms of transportation. Even at the micro-local level, we need to be doing everything we can to combat climate change, and making green transportation options easier and more accessible needs to be a part of that plan. Secondly, protected bike lanes promote public safety. Over the past several years, our neighborhoods have experienced the

tragic deaths of bicyclists, and we need to work towards a transportation landscape that prevents this from happening in the future. Finally, making bus travel more efficient is an equity issue, as bike and travel are lower cost options compared to owning and operating personal motor vehicles.

R Andr'e Speaks

ANC and Single Member District: 6B09

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

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

Given the very real impact to our Seniors and families with infants i would poll my SMD and have them to decide how to proceed with this task

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 always concerned when it appears that our government has limited our voters ability to fully participate. It is a known fact that our seniors and other members in our community have limited to no internet access. It is my prayer that we defeat this virus very soon so we can get back to the familiar way of attending these meetings and improve our ability to be more transparent.

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?

That's an interesting question. It seems that we have been promising this affordable housing for awhile. Soon we are going to have to deliver on this promise hopefully very soon. The ANCs community voice is a valuable resource that can provide useful input into how best to incorporate these housing requirements into our community.

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?

That should be determined based on the wishes of the impacted communities.

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

Our Seniors who have been in our community for a very long time are having real financial challenges with their property tax bill even with the tax breaks that are currently offered.

We must have discussions on how we can assist our Seniors on this matter.

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

I have been an active Hill East Task Force representative for years.

I have already been engaged with assisting our SMD with issues concerning traffic safety with DDOT community crime with MPD issues with illegally parked vehicles in our residential neighborhood with DPW.

Worked with Department of Corrections (DOC) and or their agents concerning unsafe speeds throughout our neighborhood streets.

I have also worked very closely with our current and former neighboring ANCs on many quality of life issues to ensure our entire community issues are properly addressed. I was taught by my loving parents that its our duty to help people who we meet along our life's journey. I hope that the good neighbors of 6B09 will allow me to do just that by electing me as their next ANC.

8) DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?

Did we allow full community participation in the Pre and Post RFP and were those concerns properly incorporated

9) What's your position on the current design of the Southeast Boulevard and Barney Circle project?

I support this project.

10) Do you support DDOT's Pennsylvania Avenue Corridor Study, which removes one automobile lane for protected bicycle lanes and further adds bus priority lanes in rush hour directions?

Yes.

K. Denise Rucker Krepp

ANC and Single Member District: 6B10

- 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>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<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 worked with DDOT to add traffic bollards to streets in ANC6B10. Adding the bollards meant losing some on-street parking but I and ANC6B10 residents supported this change.

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

It's been a plus for inclusion and accessibility.

- 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 additional housing on Reservation 13.

- 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?

Crime. That's why I successfully sued DOJ in 2016 to obtain prosecution data. Data which prior to the lawsuit was not publicly available.

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

I've spent the past 6 years as the ANC6B10 Commissioner advocating for the Hilleast community. I initiated a sit-in when DMPED refused to share its Amazon HQ plan with neighbors. I forced my way into a public DC Council meeting on former Councilmember Evans questioning why the DC Council refused to let the public attend. Working with parents, I forced DC schools to be more transparent on sexual harassment and assault complaints.

8) DMPED is likely to soon issue RFPs for portions of Reservation 13/RFK Site and will solicit ANC feedback. What aspects will you look for in the response to the RFP to support?

My ANC is closest to Reservation 13. I've spent the past six years advocating for greater communication with the local community. I've hosted numerous community meetings to ensure that community input was and is included in the planning process.

9) What's your position on the current design of the Southeast Boulevard and Barney Circle project?

Yes.

10) Do you support DDOT's Pennsylvania Avenue Corridor Study, which removes one automobile lane for protected bicycle lanes and further adds bus priority lanes in rush hour directions?

Yes.

Christine Healey

ANC and Single Member District: 6C01

- 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>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	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 highly value safety for people walking or bicycling in the neighborhood and I support improving bus service. If there was a plan to remove a significant number of parking spaces, I would insist on community and ANC meetings being held with transportation officials and that these officials make a persuasive case before the removal takes place. I would want to ensure there was adequate consideration given to minimizing any negative impact on nearby residents before implementation.

- 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 online may be offering an easier and more convenient way for residents to follow the activities of the ANC than our in-person meetings, but there may also be less give and take with the public at our online meetings given the strictures of hand-raising and muting than there was at our in-person meetings. On balance, I support returning to in-person meetings but I am open to ideas that foster better inclusion, accessibility, and 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?**

In general, I support this initiative but I have concern about whether this is sufficient to address housing affordability, especially for people making 30% or less of the Area Median Income. ANC 6C still has a variety of housing, from accessory apartments to single-family townhouses to large apartment buildings, for a range of incomes. I continue to feel that housing preservation is an important approach to the affordable housing challenge, through grants to long-time residents, zoning enforcement, and reasonable policies for short-term rentals.

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

In general, yes. ANC 6C, though, has carefully considered applications for use of public space, and I would want to make sure that 6C views would continue to be considered in the process of approving new ways to use public space 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?**

The biggest issue moving forward not just in my neighborhood, but for every neighborhood in the District, will be how we recover from the pandemic: how will we bring back the city's vibrancy and how will we address the District's inequities worsened during the emergency, particularly if the District does not have the fiscal resources it once did. These issues will probably keep coming to ANC 6C in the relatively small-scale ways as they did these last six months. For instance, should we increase the ANC 6C budget from our administrative reserve for grants that can be used for humanitarian purposes? I pushed for that to happen, and I will be in favor of ANC 6C taking the steps it can to improve the quality of life for all District residents now and during the recovery.

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

Over the last two terms, I have been a strong advocate for my neighbors and have demonstrated that I can work well with other commissioners and with District officials. I have been respectful of the views of others and have been energetic in trying to solve, with my neighbors, the issues of my SMD and the ANC 6C area as whole. I will continue to work hard on behalf of my neighbors and be responsive to their concerns.

- 8) **What is your position on the Union Station redevelopment plans?**

ANC 6C and its transportation committee have been very active on this project, giving testimony and submitting numerous letters to District officials, the National Capital Planning Commission, and the Federal Railroad Administration (FRA). These documents can be found on the ANC 6C website. I along with my colleagues support improving the passenger rail infrastructure at Union Station to accommodate and encourage passenger rail travel but we strongly object to other aspects of FRA's "preferred alternative" for building this project. Private vehicle parking on site must be significantly reduced. A much better plan for traffic circulation and pick up/drop off is needed. There should be an attractive, right-sized facility for intercity bus passengers. Urban design features, including integration with the adjacent planned private development, the nearby historic neighborhood, and the District's bicycle network, must be improved. This is an enormous project and I am committed to ensuring it receives close attention from ANC 6C.

- 9) **Do you support transit only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?**

I would like to have more information from transportation officials about such a proposal. While I support taking steps to improve transit, I am concerned about the impact the pandemic has had upon small businesses, including on H Street. I would want to hear from the businesses and residents of the area before endorsing this idea.

Pranav Nanda (write-in)

ANC and Single Member District: 6C04

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>	Frequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<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.

Yes, I would absolutely support finding ways to improve bus service and safety for people walking or bicycling in my neighborhood even if it means removing some on-street parking. In order to continue to grow as a city and truly be seen as an advanced/modern city, it is essential that we continue to improve and expand our public transportation options. Simultaneously, we must continue to incentivize clean transportation options such as walking and biking, by creating dedicated biking paths and sidewalks and making our streets safer.

While I am strongly in support of improving bus service and safety for people walking and bicycling in my neighborhood, I also recognize the importance of garnering input from my neighbors, as transparency is one of the core elements of my campaign. My approach to this issue would be to help facilitate conversations among the community so that as many of my neighbors can have a voice in decision making as possible. I would also, to the extent possible, work to empower folks to participate in or create a dedicated task force/working group on the issue to be able to leverage the experience, passion, and knowledge of my neighbors.

I would also work to be as informed as possible myself so I can be a source of knowledge for my neighbors. I would try to learn as much as possible from similar projects across the city, from advocates and organizers, and also push for parking studies to be conducted to have as much information on the issue as possible to help inform community members. Finally, I also think a big role of being a commissioner is identifying when it is appropriate to use your influence to push for decisions you feel are in the best interest of your neighborhood. After doing my research and listening to constituents, this would be an issue area I would choose to use my platform and influence to try to advocate for.

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 moving ANC meetings online, has the potential to make meetings more inclusive, accessible, and transparent - but unfortunately in my ANC and others, I have seen this not be the case. The Webex platform is not one that many people are

familiar with and pose a barrier for folks who either lack the digital infrastructure (device or connection) or technical knowledge to access the meetings. Furthermore, at least in the ANC meetings I have attended, there has been no way for folks to see public attendees, have an opportunity to engage with them (visibly, through chat, or auditorily), or see who is attempting to comment. This to me is a huge issue with transparency, as the Commissioners have an incredible amount of power to only recognize a small number of people. One clear example of this has been in ANC6A, where community members wanted to speak about the Pro-MPD funding letter sent by the Commission, but the commission did not call on everyone who wanted to speak (and if folks were not organized outside of the meeting no one would have known who else or how many people wanted to comment). Finally, I have heard from various neighbors who either speak another language or have a vision or hearing impairment that the proper accommodations were not in place for the meetings or that they did not know the process of requesting them.

With that being said, I do think there are benefits to having ANC meetings online. For example, I am a strong believer in recording public meetings and making those recordings accessible after the meeting, so folks are not reliant just on meeting notes or agendas. I would love to see ANC commissions continue to record and archive meetings moving forward. Furthermore, while there are digital equity issues involved with meeting solely online, I do think online meetings make it possible for folks with conflicts to attend as their attendance and participation is not reliant on being in one central place for an extended period of time. The flexibility provided by an online option definitely makes it easier for folks who might have restraints (kids for example) be able to attend and I would like to see this continue to be an option even after ANC's can resume meeting in person. Finally, I also think online platforms can help improve accessibility for non-English speakers or folks who might be hearing or vision impaired if the proper measures are taken.

Overall, I think there are a lot of benefits of online meetings if actually done correctly. If I am elected to the ANC I would not only take steps to ensure that steps are taken to rectify the current issues commissions are facing but also institutionalize some of the benefits so that the beneficial aspects of online meetings can continue even when in-person meetings resume.

- 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?**

Increasing the affordable housing units in DC and in my neighborhood is extremely important to me. Unfortunately, my ANC is one of the most rapidly gentrifying areas in DC & the lack of affordable housing options have either displaced long-time residents or left them unhoused. Given that I am strongly supportive of Mayor Bowser's proposal of building 36,000 additional housing units in DC and agree that at least 1/3rd (if not more) should be affordable.

The reality is that DC needs more housing options for current residents. If you need proof, you need to go no further than the unhoused encampments under the underpasses in NoMa in my ANC, to see that DC desperately needs more housing options for folks already living in the city. But the need for housing is not only for folks who already live here, if DC is to continue to grow like it is or faster, we will need more housing options. This is essential to both economic development as well as attracting young, diverse, and new people to DC. For this to happen we need to build more housing units.

But while we grow, we need to ensure that this growth is to benefit regular citizens and are not being built for the upper-class and to help developers make a profit. That is why I absolutely believe at least 1/3rd of these units should be affordable. While the cost is vitally important, the location of affordable units is just as important. To me, housing equity is not just about the overall cost, it is about the location, and the opportunities accessible from that housing. It is not equitable to limit affordable housing units to "undesirable areas" of a city or areas which provide additional challenges or barriers to economic success. That is why, it is essential that affordable housing is being built across the city, in all neighborhoods, and all areas. I believe that the Mayor's plan accomplishes this goal.

As I mentioned, the neighborhoods I seek to represent on the ANC unfortunately are some of the most gentrifying areas in DC. For that reason, I think our ANC has an important role in addressing housing affordability challenges. As I mentioned, I believe an important aspect of housing equity is to ensure that they are affordable housing options in every area of the city. As an ANC I think we could work to identify if they are low-density neighborhoods or areas that these units could be developed in. Furthermore, questioning how development projects will increase affordable housing options, should be a mandatory question as part of the process of the ANC recommending any developments in our neighborhood . Given that a lot of my neighborhood is already developed, I think a responsibility of our ANC is to work with existing housing projects and advocate for them to increase the percentage of affordable housing units that they have available and ensure that there are robust efforts to continue to increase that.

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

Yes, I do support new ways of using public space such as streateries that incentivize walking, biking, and pick-up/drop-off, even if it creates less space for driving. As I have mentioned and will continue to mention, I strongly believe in using public policy as a tool to incentivize the public to make certain decisions, in this case choosing public transport/cleaner transport than individual vehicles. H-Street is connected with various forms of convenient, public transportation such as Union Station/NoMa Metro stations, the X2/X9 bus, the streetcar, capital bike share, and now even the electric scooters. I think we should be doing as much as possible to incentivize folks using those methods of transportation to come to experience the incredible H-Street area. Furthermore, by increasing the useable space by “streateries” it allows the amazing restaurants on H-Street to have more outdoor eating and overall increased capacity, which in my opinion is a much better utilization of space, and I would advocate using this space in this way even 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?

I think one of the biggest issues in my neighborhood and district is supporting the unhoused community and helping end chronic homelessness. My ANC both encompasses NoMa as well as the area around Union Station, which are both areas of unhoused encampments. Unfortunately, over the past few months, the number of people facing homelessness has increased and the unhoused community has been disproportionately impacted by COVID-19.

In the short term, I have been involved with efforts to support the unhoused community in my neighborhood through the Ward-6 Mutual Aid Network. Community members involved with the Mutual Aid Network go to the encampments every Sunday to distribute food, hygiene products, masks, and other basic needs that the community has. Furthermore, in partnership with the People for Fairness Coalition, the NoMa Civic Association and other coalition partners we have been advocating local and city-wide officials to provide more sanitization stations and restrooms as well as schedule more consistent cleanings. It is imperative for both the unhoused community and the surrounding neighborhoods to ensure that we are supporting folks experiencing homelessness and we are providing what they need to remain safe.

There also must be a more long-term, sustainable solution to address the rising rates of chronic homelessness in DC. One aspect of this, which I already touched upon, is increasing affordable housing options throughout the city. We must also invest in more permanent supportive housing in order to support folks already experiencing chronic homelessness and invest in homeless prevention and diversion programs to prevent people from entering into long-term homelessness. Finally, we must address how we discuss, interact and deal with individuals facing homelessness. We must follow the lead of folks who have experienced homelessness and work with them to find solutions which will work, rather than prescribing solutions and trying to force them upon them.

If elected to serve as an ANC commissioner in ANC 6C I will make supporting the unhoused community in my neighborhood and finding a long-term sustainable solution to support them a priority for our commission.

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

I believe that I am the best person to represent my SMD as I know how to work together with the community to address the issues that the community is facing. I think one of the most important aspects of being a leader and helping people, is to first shut up and listen to the folks impacted by the issues because most of the time they know the solution that will work for them. As an ANC Commissioner I will empower my neighbors to be more involved with our ANC by increasing transparency, accountability, and making sure “public” meetings are truly public - and not about Commissioners talking and the public listening, but rather a two way conversation. Lastly, through my work with the Ward-6 Mutual Aid Network, the DC Education Coalition for Change, and Moms Demand Action for Gun Sense in America I have a proven track record of helping solve and address challenges that the community is facing.

8) What is your position on the Union Station redevelopment plans?

I believe that the Union Station redevelopment provides DC an unique and exciting opportunity to help grow DC as a modern-urban city. The project can help modernize Union Station, so that hopefully it can be a model 21st local and regional transportation hub. The investment in Union Station can and will increase train capacity and thus help attract more regional transport into and out of DC, which has numerous benefits. With that being said, I have grave and substantial concerns regarding the current redevelopment plans.

My first concern with the plan of creating a new massive parking garage and the impact it will have on local traffic congestion.. I believe the current plan includes more than 1,500 parking spots, which is more than double the current approximate use, and five times more than what has been recommended by the DC Office of Planning. Given the current traffic congestion in DC and the broader environmental implications, we should be working to reduce the amount of individuals cars on the road in DC, not promoting an increase of cars by creating a large parking garage. Furthermore, I believe that the current circulation plan and the lack of underground pick-up and drop-off, will have a detrimental effect on the flow and amount of local traffic and also waste precious above ground space that can be used for alternative things that benefit the local community and helps incorporate Union Station as part of the overall neighborhood, rather than causing issues for the neighborhood.

Finally, I am also extremely concerned about the lack of input that the DC community, especially people living in my ANC have had in the planning process. While I applaud the efforts of ANC 6C, specifically the Transportation and Public Space Committee, as well as Councilmember Charles Allen, it is unfortunately clear that the FRA has not taken the input seriously nor incorporated it into their plans. If elected as an ANC Commissioner I will use my platform to make sure that they are more opportunities for neighbors to voice input, for the greater DC community to be involved with the process, and that this input is reflected in the planning process.

9) Do you support transit only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?

Yes, I do support transit only lanes to give the streetcar and X2/X9 buses a dedicated right of way. I strongly believe in making decisions which promote the use of public transportation and dissuade folks from using individual vehicles. One of the biggest complaints I hear from folks who opt out of using public transportation is that it is slow and that they end up getting stuck in traffic (which is ironic because their decision to use individual vehicles leads to more traffic). By creating dedicated transit only lanes, it will incentivize more people to use public transportation because it will become one of the faster methods of transportation as dedicated lanes allow transportation to not be slowed down with as much traffic.

Mark Eckenwiler

ANC and Single Member District: 6C04

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

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<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 start with a presumption that favors improved infrastructure for transit, walking, and cycling. DC's transportation planning for the past century has prioritized private motor vehicles, almost always at the expense of public safety, especially for users of other modes. (I've even written about this for GGW; see <https://ggwash.org/view/71396/the-fascinating-story-of-washington-dc-many-circles-and-squares-lenfant>.) Redressing that biased approach makes our streets safer; improves air quality by reducing particulates that contribute to respiratory disease; and lowers the District's production of greenhouse gases accelerating climate change.

My actions as a commissioner live up to these principles. When DDOT asked to remove six parking spaces in my SMD to improve Metrobus flow and reduce traffic collisions, I endorsed that request.

Similarly, I strongly supported a modest reduction in parking spaces along K St. NE to enable the creation of new bike lanes to provide better connectivity to areas west of the Amtrak rail lines. (Existing contraflow lanes on G & I, which have been valuable alternatives to the dangerous conditions on H St., stop at 2nd and thus provide no access to points west.)

In addition, I successfully pressed DDOT to "daylight" a dangerous intersection in my SMD by relocating a sign that allowed parking all the way up to the crosswalk, resulting in frequent obstruction of driver sightlines.

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?**

On balance, the move to online meetings has been a plus in my opinion. Virtual access allows more residents to observe and participate without leaving their homes, especially in bad weather. It also enables them to come and go, or multitask, when other obligations (such as putting kids to bed) arise; juggling those tasks is impossible with in-person meetings.

I say "on balance" because online-only meetings aren't perfect. Some residents lack the technology to participate, and even those who have devices and Internet access have struggled to adapt. There has been a learning curve for ANC commissioners and our volunteer committee members as well. But after six months of running all our meetings virtually—including for the planning and zoning committee I chair—we have become more proficient, and I believe the public has benefitted.

For the future, I would like to see ANCs continue to make use of virtual conferencing tools even in the post-pandemic world. Running a mixed in-person/online meeting poses special technical and logistical challenges, and I hope that OANC, with additional resources from the Council, will provide the guidance and assistance essential for ANCs across the District to meet those challenges.

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

I support the Mayor's initiative, as has ANC 6C overall.

In past years, when planned-unit development (PUD) applications were more common, we frequently pressed developers to provide more—and crucially, deeper—affordability. More recently, ANC 6C argued for similar improvements to the proposals for the DC-owned property at 2 Patterson St. NE. (My committee hosted a series of presentations by each of the RFP applicants, and ANC 6C sent multiple letters with detailed comments to the Deputy Mayor for Planning and Economic Development.)

As for increasing overall housing supply, my 6C colleagues and I have repeatedly supported the development of sites in NoMa and along the H St. corridor. Those projects, some already built and others under construction, will eventually add thousands of new market-rate and affordable units to our housing supply.

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

In a word, yes.

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

DC government agencies have an obligation to apply the existing laws and regulations equally, both to promote overall fairness and to protect residents from harm. Unfortunately, many agencies fail to do so, and DCRA is by far the worst.

Many developers act responsibly, but there is a well-known cohort of rowhouse flippers who inflict injuries—from dumped trash to damaged party walls—on adjacent owners. DCRA is slow to act against these bad apples and quick to approve questionable permits that violate the zoning regulations and/or construction codes. Meanwhile, residents who try in good faith to comply with the rules face lengthy delays in the issuance of permits for work on their homes.

It is true that DCRA has improved in certain areas (after-hours inspections for illegal construction; availability of public records), partly as a result of pressure from me and other reformers in recent years. But there remains a toxic ecosystem in which the agency continues to ignore—and thus condone—bad actors who profit from their wrongdoing. And the relative difficulty of obtaining basic information about nearby work is a serious obstacle to other owners.

DCRA needs further improvements to increase transparency and access to public records; to apply the rules and regulations fairly and equitably to all permit applicants; and to deter bad actors through more energetic enforcement of the rules against illegal construction.

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

Since becoming a commissioner in 2013, I've met with countless 6C04 residents, inspected their sidewalk sinkholes, walked their alleys, and pressed multiple DC agencies to address residents' concerns. I've devoted countless hours not just to fixing individual problems, but also to addressing the systemic unresponsiveness and inefficiency that makes DC government so dysfunctional. In that larger effort, I've testified at dozens of Council hearings on legislation and agency oversight, and met with agency directors and Council members. That combination of experience and skills--knowing my neighbors, understanding District laws and administrative procedures, and having extensive contacts throughout DC agencies--enables me to make local government work better for my constituents.

8) What is your position on the Union Station redevelopment plans?

Union Station desperately needs redevelopment, both to improve rail capacity and to enhance accessibility and pedestrian flow for all station customers and passengers. However, the FRA's most recent preferred-alternative proposals place inordinate emphasis on having a massive parking garage. This backward-looking approach ignores the need to reduce private motor-vehicle traffic to the station and would encourage rather than discourage additional car trips.

Along with my ANC 6C colleagues--and the DC Office of Planning--I've urged FRA to re-think its ill-considered plans for parking, pickup/dropoff, and traffic circulation overall. This project will determine the station's future for the next century, and should therefore not take its cues from the car-oriented, environmentally unsustainable policies of the last 100 years.

9) Do you support transit only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?

Transit-only lanes are an attractive option--in theory. For that new configuration to have any practical benefit, however, MPD would have to provide vigorous enforcement as a deterrent to violators. Given MPD's poor record in enforcing against far worse traffic offenses (e.g., ubiquitous red-light running), I'm not optimistic that enforcement against transit-lane violators would be adequate.

Assuming that adequate enforcement efforts could be assured, yes, I would support removing parking on H St. to facilitate the creation of transit-only lanes. That would have the additional benefit of creating space for sidewalk cafes on H St.'s chronically congested sidewalks.

Drew Courtney

ANC and Single Member District: 6C06

- 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>	Frequently
<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 it's important to have a conversation to try to make sure all stakeholders are engaged. ANC's have the ability not just to push policy, but to help a community deal with conflicts over scarce resources, including public space, in a way that makes people feel more, not less, connected to the civic process. I also believe that bringing more voices to the table and encouraging community members to better define their needs can lead to better solutions.

With regard to the specific question of how public space is allocated, I think it's important to look at the specifics of each case--but I also believe that on the whole we've devoted far too much space to parking and automobile traffic, and that we need to significantly rebalance our approach.

- 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'm undecided as to what I think our ANC should do moving forward. I understand that hosting meetings online makes it significantly easier for individuals to see and hear the work of our ANC, but I also worry it creates a barrier for participation. In some of our in-person committee meetings in particular, community attendees (including first timers) regularly participated in conversation. I've found that to be less true online. I've also missed the opportunity for more casual conversation with community members before and after meetings, which was a great way to introduce people to our work.

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

While I support this goal I think it's insufficient to meet the size of the crisis we face. I'm proud that NoMa has generally been amenable to increasing density, though I'm frustrated that so much construction has produced so few affordable units. Our neighborhood's best opportunity for a significant number of more affordable housing—including units for those earning 0-30% of AMI—will be the redevelopment of the DC Housing Authority property on North Capitol Street. I've worked with Councilmember Silverman to push for more guaranteed units at that level, as well as Permanent Supportive Housing units specifically aimed at helping homeless individuals transition into stable 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?**

Did not answer.

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

The issue I hear about most often from neighbors are concerns related to the encampments in NoMa. To my mind, though, that issue is fundamentally about the absence of affordable housing in the community, the District and the region as a whole. In addition to my work focused on the redevelopment of DCHA, I've testified before the Council in support of programs to help people transition to stable housing, including additional support for the Local Rent Supplement Programs and efforts to make more and (importantly) better shelters that meet the needs of the unhoused community.

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

I believe that in my time on the commission I've shown I can use the particular powers granted to ANC's to effectively advocate for safer streets, affordable housing and a stronger community. I'm dedicated to working with neighbors to help the District enact smarter, better policies that improve people's lives. And I'm committed to doing so in a way that brings use closer together and makes all our neighbors feel that this community belongs to them.

- 8) **What is your position on the Union Station redevelopment plans?**

I am supportive of the project and excited at the opportunity to transform a barrier that divides our community into an amenity that connects it, but I'm also deeply concerned that the Federal Rail Administration is ignoring input not just from our ANC, but from Councilmember Allen, Council Chairman Mendelson, DC's Office of Planning, and Delegate Eleanor Holmes Norton. In particular I'm worried about overbuilding of parking, overbuilding of the bus garage, and a chaotic pick-up/drop-off scheme that will make neighborhood streets unpleasant and unsafe. This project is an opportunity for the District to build a smart, sustainable transit hub for the next century. I've been deeply involved in crafting ANC6C's response to FRA's Draft Environmental Impact Statement and have provided testimony to FRA and the National Capital Planning Commission pushing for this project to be improved.

- 9) **Do you support transit only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?**

Yes.

Andrew Bossi (write-in)

ANC and Single Member District: 6D01

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>	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.

We must prioritize transportation that serves the greatest number of users, and those most in need, and does so in a safer and more sustainable manner. The space taken up by parking spaces is immense when city streets are attempting to get the most out of their limited right-of-way, and cars are an expensive and harmful machine that many can't afford and should not have to afford.

I recognize that parking supply can be limited, but that is a product of our own doing. In providing affordable and convenient alternatives, we must tackle the extremely low cost of parking: \$35/yr makes it far too easy to own a car in DC even if you rarely use it; just leaving it parked in place. And parking tickets in DC are comparable to typical rates for using parking garages. These subsidies are a big part of why it never seems like there is enough parking.

We must also engage in detailed curbside management strategies, looking at segments along each block to determine the best use of that space. Foregoing 1 parking could provide for a set of bike racks, and 2-3 spaces could afford a pickup/dropoff area; these might be a boon to restaurants or apartments, and may enable those people to not need cars of their own, taking up even more of those limited parking spaces. Expanding the application of Residential Parking Permits along streets may also be a means of managing demand in some areas.

Consideration must be given toward communities that may still lack larger non-auto accessibility, especially those with limited mobility. We must focus on expanding access to transit, bicycling, and walking, but need to remain mindful that accessible parking spaces may also need to be a part of the curbside management / parking program.

I submitted testimony to the ANC on the P Street SW Bikeway which dealt with this theme. These comments are available at: <https://twitter.com/thisisbossi/status/1171239076667756544>

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

It is mixed. I think it is great to have online access as an option, as this expands access for those unable, unwilling, or otherwise not attending in-person events. But not everyone has the hardware to be able to access these meetings, nor necessarily the technical familiarity to access these meetings. With libraries closed this furthers this digital divide.

I am unsure of how much capability individual ANCs have to address this, other than to try to actively engage and hear from their own constituents who may have the least capability to lend input or attend, and to advocate for the District government to continue and expand efforts at closing the digital divide.

Whenever COVID's effects begin to lessen, I think it would be good to return to in-person meetings, but we should also broadcast the meetings and make recordings available. A means of online engagement during in-person meetings should also be considered and incorporated.

- 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 are experiencing a housing crisis. Our communities must not close themselves to welcoming new neighbors, and we must do our part in helping those most in need.

ANCs have a significant voice in the development approval process, and it is important for us to press developments to not just meet their affordable housing requirements, but to exceed them. And to oppose waivers, or developments that put all their affordable units into one building and none in another, or developments that make promises of a future phase picking up the slack on why the current phase doesn't meet the goals.

Our greatest obstacle is the zoning code. A recent development that came through 6D is not required to provide any affordable units, as they'd already been able to fully develop their property by-right before Inclusionary Zoning was passed ... so requiring affordable units would have amounted to a Taking. I get it. But I don't like it. The District government needs to be more engaged at these issues & how to address developments of some of the highest-value land in the District proceeding without any required affordable units.

This is all the more pressing with the needs of public housing communities such as Greenleaf Gardens -with longstanding concerns of lead, mold, and other major problems- and also the risks of redeveloping these communities without a plan in place for their residents to keep them living within the community.

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

Yes. This is important during COVID in keeping our local merchants afloat, and I think it has a role in making our communities feel vibrant and fun to be in. Curbside management programs must consider these uses along each block and work with communities and fronting properties to identify what curbside uses should be applied. We want our local businesses to succeed.

I recognize that some consider this to be a privatization of public space, and can agree with this to some degree. I think it still provides a public good in changing the vitality of this public space, but there may need to be a permitting or fee-structure associated with allocating space to specific businesses in a post-COVID world, or perhaps these spaces might be open for anyone to gather without being explicitly tied to any specific business (essentially turning them into parklets).

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

This survey has covered transportation & displacement.

We need to improve the functionality of 311 so that cases aren't repeatedly closed without any action, and we need to get DPW more actively enforcing parking regulations. On that same train of thought: DC gov agencies themselves appear to be among the biggest violators of traffic laws in Southwest, and I intend to hold them to task for this:

<https://twitter.com/thisisbossi/status/1308135467301433344>

(all this said, I should add a pair of caveats that traffic enforcement should be done without necessitating police interactions. And also: DC's automated enforcement program needs a major overhaul to ensure public trust in the program)

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

I'm already engaged with the ANC and community, and try to share updates & ANC proceedings to the #ANC6D hashtag. I work in transportation and land development professionally and have a zealous interest in it. I've long been engaged in equity issues and the threats of displacement. But if someone can do this better than me: then please absolutely vote for them.

8) How will you work to ensure ongoing development at the Wharf meets the values of urbanism, walkability, and helping to meet DC's affordable housing needs?

As per my preceding answers: I'd hold them as much to task for affordable housing obligations as any other developer, and they should not be merely meeting goals but exceeding them. I also want to see Phase 2 better knit the Wharf together into the Waterfront Metro area, improving non-auto connectivity.

We need to give a deliberate evaluation of Maine Ave and M Street for curbside management considerations and potential road diets, at the least better-managing traffic flows that are problematic today, but ideally furthering their non-auto connectivity so that people feel that walking, bicycling, or taking transit is a convenient option for them.

The separated bikeway alongside the Wharf needs to be much better. Due to a rather lacking sidewalk space, the bikeway often functions as a second sidewalk. We also need to be careful of the privatization of public space and whether this poses equity issues or barriers to access, ensuring that the Wharf does not functionally turn into a gated community.

9) What are your hopes and/or concerns about the redevelopment of Buzzard Point?

I am concerned about the displacement of existing tenants, both residential and commercial. We need rent and property tax stabilization to buffer against rapidly increasing land values, lest our current homeowners and businesses be unable to afford remaining here. Or for those who do end up being displaced: programs to assist them in finding a new home, or potentially having first rights to units in the redeveloped properties, or any number of other potential options. There are so many options & it feels like the District government is doing none of them.

I am hopeful to see more urban uses replacing much of the industrial land around Buzzard Point, and am glad to see an increasing energy in the area. But I am also concerned about a dearth of parks as well as the lack of a comprehensive transportation plan. This should also be a centerpiece of demonstrating affordable housing in new development, though I am worried we have already given away too much value and captured little in return.

Fredrica Kramer

ANC and Single Member District: 6D05

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>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<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 competition between biking and cars has grown increasingly difficult in Southwest, while parking has become increasingly scarce. As elsewhere, residential parking permits are scarce or entirely unavailable with new residential leases. We all would like to see fewer cars and less congestion (especially as ANC undergoes the largest redevelopment in the City, and density and congestion increase), more use of public transportation, and support for healthy alternatives like bikes and scooters, and walking. I have been insistent on the need for protected bike lanes, such as those on 4th St., to ensure the safety of bicyclers, and better management of scooter use, including more scooter corrals and better regulation (e.g., to reduce sidewalk use, control wanton discards, increase helmet use).

There is also a need to balance between transportation modes in order to support a demographic mix as, according to our Southwest Small Area Plan, SW is “an exemplar of equity and inclusion.” When DDOT removed two blocks of parking to accommodate to complete a bike lane for the Anacostia RiverTrail, many in public housing who relied on cars to get to work had few other parking options. Seniors may become more dependent on cars as they age, for example to reach grandchildren in suburbs not well served by public transit. North of I St.SW, DDOT has recently created new bike and parking lanes, with bike lanes on the inside, protected from traffic--a smart solution. We must ensure well thought-out solutions that accommodate both the bicyclists and drivers, residents of all ages and income. And we must maintain good public transportation, including the Circulator system, which is an affordable way to reach destinations not well served by the main rail and bus routes.

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 fact that the ANCs have been able to continue to operate and include some measure of community participation has been a real plus. Perhaps because it is online and neighbors can tune in from the comfort of their homes, it may have sometimes drawn larger numbers of participants than our in-person meetings, although those are generally well attended.

That said, I look forward to a post-COVID world and a return to in-person meetings. For Commissioners, the virtual format formalizes the exchange of ideas and limits the quality of communication, often to the detriment of full debate. Presentations by developers is sometimes a challenge, affected by the size and quality of drawings and other information, as well as predictability of internet signal, which can be unreliable. For other participants, announcements of community events has been limited to pre-submitted announcements read by the chair, and in order to better manage the virtual format, we have generally had no live questions from the audience, as was routine in live meetings before a vote was taken. Further, there are many in the community who have unreliable or unavailable internet connection limiting their ability to attend or effectively participate in the meetings.

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

I support this important initiative, but affordable housing is in crisis and the initiative is not enough to maintain an equitable and economically strong city. It does not protect the affordable housing that we have now, which is rapidly being lost to redevelopment and gentrification and in turn displaces low and moderate income households. It does not speak to the effects of redevelopment on increasing cost of the housing that exists, putting both moderate and middle income households at risk. And it does not speak to the need for a range of housing types, since redevelopment is adding few family-sized units to the studios and 1 and 2 BR units that dominate new construction. Fewer housing options means as singles become couples and couples become families, those households are less likely to stay and contribute to the governance and social fabric of a community. The fate of public housing is uncertain or worse. We have yet to see a “build first” policy implemented effectively to allow public housing residents to remain in their communities and maintain crucial services and social bonds as public housing is replaced by new mixed income communities.

ANC 6D is expected to nearly double its population in the next decade, including 6200 new units in Buzzard Point alone where few projects have been subject to inclusionary zoning (IZ). Even when IZ applies, the massive increase in density means low and moderate income units are becoming a smaller and smaller portion of the whole, diluting or even erasing the social and racial diversity that have made “equity and inclusion” a hallmark of Southwest. There are proposals currently under consideration that would lower income caps in some circumstances. We need a full range of income thresholds in new units so that these are not out of reach of the lowest income households who are at immediate risk of displacement, but also of teachers, firefighters, and others at moderate income levels, who must be part of a racially and economically integrated community.

Most community benefits are negotiated at the grass roots level, which requires ANCs like ours to be the driving force behind increasing affordability. ANC 6D continually presses each development that comes forward to reflect at a minimum the IZ requirements of 8-10% below market rate units, whether or not IZ is required, and to include a range of income levels from 30% to 80% of AMI as well as 120% so-called workforce housing, and to include a range of housing types to support singles couples and families. In addition, we have continually pressed developers to include a range of neighborhood-serving, and affordable, retail and services, in order to maintain a diverse resident population. Too often these commercial spaces are filled with restaurants and other activities that may serve to showcase the area but leave the residents wanting. ANC 6D is not only willing to contribute its fair share but is routinely pressing developers to contribute their fair share of affordable housing and services to maintain the equity and inclusion memorialized in the Small Area Plan.

Finally, the ANC should participate in the Council's current consideration of the amendments to the Comprehensive Plan to ensure that the District supports equitable development in the future, and current proposals for expanding and enhancing the power of Inclusionary Zoning toward the same end.

- 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?**

This is a plus for businesses and residents to find more places to eat out safely during the pandemic, and clearly a plus for enlivening the streetscape and street activity. It will require a detailed assessment after the pandemic to understand how and for how long into the seasons these "streateries" were and can be used effectively, how and how many residents used them, what effects they had on employment in local restaurants, and whether the loss of parking created other hardships for patrons, residents and local businesses.

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

We are losing the common spaces--open spaces and green spaces that were an essential element of Southwest since the last redevelopment in the 1960s. As redevelopment continues and open space and common spaces become scarce, finding ways to meet and mingle become critical to experiencing community and the social diversity that Southwesterners value so highly. New buildings are moving common spaces to interiors, which are in effect common only to the residents of those buildings. We need to press for building designs that create effective common spaces and work with developers to ensure those spaces can be made secure but still offer at the front end of have not been characteristic of commercial space in many new developments. As noted in the discussion of the Wharf, we are not getting or maintaining an adequate level of neighborhood-serving businesses, which also create the grounds for community building. We need a more creative approach to supporting small and neighborhood-serving enterprises, which might include smaller spaces that can be offered at affordable rents for small businesses, and different lease arrangements or ownership options that could create affordable space.

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

I was elected in a Special Election to fill a seat vacated mid-term, but I have lived in Southwest for over 40 years, working actively for most of that time in efforts to preserve affordable housing and maintain the social diversity that makes this community unique. As vice chair of the Near SE/SW Community Benefits Coordinating Committee, I have been helping the ANC and the community negotiate for community benefits to maintain social diversity in the context of redevelopment including, for example, the Community Benefits Agreement with DC United that is affording fundraising opportunities and use of the stadium for local nonprofits, multiple soccer-related benefits for local schoolchildren, and making the stadium function as a local community asset. I have a degree in urban planning, have taught urban policy, and focused for most of my professional career on social welfare and equity issues, all of which put me in a unique position to understand the issues, and do the research and analysis necessary to solve complex problems that confront our community. This, combined with the 40-year commitment to Southwest, make me eager and well prepared to be a dedicated and productive ANC Commissioner.

8) How will you work to ensure ongoing development at the Wharf meets the values of urbanism, walkability, and helping to meet DC's affordable housing needs?

By many measures the opening of the Wharf has been a boon to Southwest. The area is now a destination for visitors from around the region and beyond. Its use of the river, walkability on both water side and Maine Avenue, and engagement across demographic groups is a model for development. About a third of the rental units are affordable at a full range from 30% to 120% of AMI (workforce housing). But it has been difficult to secure and maintain basic neighborhood-serving retail at the Wharf, now made more difficult because of the pandemic. It will be important to monitor the mix of establishments as these spaces are filled, or vacated and re-filled, to get more neighborhood-serving businesses, including more eateries at multiple price points. This is more than a convenience--spaces that support and encourage mingling among neighbors are the basis for building and sustaining community.

9) What are your hopes and/or concerns about the redevelopment of Buzzard Point?

Buzzard Point redevelopment will complete the activation of both riverfronts begun with the redevelopment of the Wharf. It is also the terminus of the Southwest community. It should be redeveloped to reflect the equity and inclusion that has characterized Southwest. Most of the redevelopment projects to date have been matter-of-right, or otherwise not subject to

Inclusionary Zoning requirements, and thus the degree to which the ANC has been able to influence the character and composition of the new developments has been limited, and the amount of affordable housing miniscule compared to the extreme increase in density.

In addition, while there are about to be new waterfront activities and high-end restaurants, and some limited services internal for the residents of the new buildings, there have been no neighborhood-serving businesses, emergency or health services, or other public amenities to support the >6000 new residents that are anticipated.

The redevelopment area abuts three public housing complexes, which have endured environmental assaults from the massive construction around them (e.g., cement trucks, dirt, dust, air pollution and toxic chemicals from the previously industrial uses). Enforcement of health and safety regulations remain a concern for residents and the ANC. Traffic from both soccer and baseball stadiums and the new Capitol Gateway project runs through the complexes. In part because public policy does not support continuing project-based public housing, and because of surrounding redevelopment, these complexes remain at risk. Greenleaf is already slated for redevelopment and the community and the ANC remain vigilant to see that the Build First commitment for the redevelopment of Greenleaf is fulfilled.

The community and the ANC can press for residents of our public and low income housing to benefit from employment opportunities that open up as a result of the redevelopment. DC Central Kitchen will move its entire training operation into one of the new Buzzard Point projects and connections should be made to open job and training opportunities for local residents. On a related point, we continue to enforce the Community Benefits Agreement with DC United to create a variety of opportunities for local nonprofits and residents.

Eric S. Blaylock

ANC and Single Member District: 6D07

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>	Never
<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.

Often times, when there is a proposal to remove parking, residents and business owners alike tend to arrive at the worst case scenario without having much data to support their opinion. Yet there are plenty of examples where parking was removed to increase safety for pedestrians, cyclists, and bus riders and not only did the world not end, but it actually got better. I think the way to approach this is to 1. do the research; 2. arm yourself with data; 3; locate evangelists; 4. spread the gospel.

In doing the research, look to other cities where this has been done successfully. Positive cases can be found in Montreal, Vancouver and Seattle to name a few. In Vancouver, there was a proposal to remove or replace on street parking with a protected bike lane. Business worried that their sales would drop because people would not want to drive in the vicinity due to lack of parking. When the initiative was complete, there was indeed an initial drop in business, but soon after, business actually increased because there was more foot traffic which was generated by the bike lane traffic.

There are many other cases out there like this. Armed with accurate information, local officials can be better equipped to handle opposition and show the value in what they are proposing. ANCs are nicely positioned to facilitate this. ANCs, through their close connections with neighborhood residents and business owners, can be essential agents of change by organizing grass roots groups to be involved in the data gathering and evangelizing necessary to be successful.

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

It appears to likely be a plus for accessibility overall, but could be exclusionary for elderly residents who may be less tech inclined, and for those who - for one reason or another - do not have access to high speed internet connectivity. ANCs can improve this by working with agencies and non-profits that help to close the digital divide gap by providing avenues for low income residents (and others who lack access to online connectivity) to be able to acquire these resources so that they can fully participate in the "new normal" since the outset of Covid-19.

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

I support this initiative. Additionally, I believe ANCs can play a pivotal role in holding developers accountable for proposing and meeting affordable housing goals by endorsing developers who make affirmative efforts to meet the needs of their neighborhoods. This can be done by working with city council, city housing authorities and neighborhood groups to thoroughly understand the housing needs of their respective neighborhoods, particularly affordable housing needs. ANCs can also proactively work with developers to fully articulate the needs of their neighborhoods and either promote or not promote the efforts of the developers who make good faith efforts to meet them, and further, actually do meet those needs in their proposals.

- 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 the pandemic has forced us all to look at ways of doing things differently. Many of these things have been proposed in the past (such as streateries) but proved to be too difficult to actually implement. But now, out necessity, the pandemic has shown us the "art of the possible." I think collectively, city officials and business owners alike should work diligently to use this as a learning opportunity and an opportunity for future action.

One way to do this is to form a task force to start working with business to inventory the various ways their business has changed and assess the positive and negative impacts of these changes. Then that task force can come up with recommendations for new ways of doing business that can or should 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?**

While this survey does cover issues around removing parking spaces in lieu of providing greater safety for walkers, bikers and bus safety, the Navy Yard Riverfront neighborhood has a long standing parking problem that impacts both non-residents and residents alike. However, the more pressing need is for residents of the riverfront neighborhood who have limited opportunities for affordable parking. Most of the parking in the neighborhood is available via apartment or condo building garages. These spaces are usually quite expensive, both for renters and condo owners. Additionally, there are few public parking lots (neither surface nor underground) for the many non-residents who come here to enjoy a meal at the many restaurants or to simply utilize the outdoor public space.

I think there are many opportunities to engage the waterfront BID, developers and the business community to find solutions to the neighborhoods parking problems. I believe the ANC is in a prime position to do so. And while I would like to see a more walkable Navy Yard-Riverfront neighborhood, the reality here is that there are many from other neighborhoods and even beyond the district who come to visit the Navy Yard. It is unlikely to expect these visitors to utilize public transportation for their visits, particularly now in the Covid era where we are talking about potentially decreasing Metro service and hours.

Additionally, without sufficient resident parking, it will be difficult to attract larger families to want to live here, which would negatively impact diversity goals for residents.

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

From my military service to this nation; to my service to homeless men and women in the District; to my organizing campaigns to clean up the Anacostia river, my track record for volunteer service is as long as it is sincere. I am a long-time resident who loves

this city and desire to be more than just a resident. I want to serve. I am resourceful, responsible and reliable and I believe I'm the best candidate for this neighborhood.

8) How will you work to ensure ongoing development at the Wharf meets the values of urbanism, walkability, and helping to meet DC's affordable housing needs?

I believe all neighborhoods need to have strong representation at the local level. And while the Wharf carries the distinction of being one of the city's hottest destinations for entertainment and dining, it's also the neighborhood that many call home.

As a candidate for ANC, my priorities would be to work diligently to ensure there is proper balance between servicing the needs of those who come to the Wharf in seek of entertainment or a night out with the everyday needs of residents who live and work there. My priorities would include ensuring connections to public transportation are readily available and easy to access. This includes bus, water taxi and car share platforms. In addition, sidewalks and bike lanes will need regular maintenance to ensure they are usable.

Additionally, I would prioritize the promotion of securing and working with businesses that deliver the amenities that everyday residents need but that also can meet the needs of visitors to the neighborhood. This would include a full service grocery store, convenience stores and laundry services.

And finally, while many of the new housing units at the wharf are primarily market rate and very pricy units for working professionals, I would make sure that developers are considering units that are more suitable for families and that they are set aside among their projects. This means not only studio and one bedroom apartments, but also 3 bedroom units at affordable rates.

9) What are your hopes and/or concerns about the redevelopment of Buzzard Point?

My hope for Buzzard Point is that development is planned and implemented as holistically as possible, taking into account the needs of residents from diverse backgrounds. It is my hope that those diverse residents can expect a neighborhood where they can live, work and enjoy recreational opportunities without having to leave the neighborhood, regardless of their social-economic background.

My one concern is that Buzzard Point does not become a complete land grab, where developer's profits supersede the needs of the community.

Edward Daniels

ANC and Single Member District: 6D07

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

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Never
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	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.**

My response to this questions hasn't changed over the two years that I've served as a Commissioner in the busiest ANC in the District. Removing on-street parking has to be assessed on a case-by-case basis. The District is a multimodal city and its infrastructure needs to reflect that.

ANC6D was opposed to the placement of the cycle-track along P Street SW, which removed a number of critical parking spaces that had been used for years by our senior residents. Instead of the extreme planning that DDOT continues to take, we suggested a hybrid model whereby the cycle track and parking spaces could both exist.

Not only did we receive skewed public feedback from DDOT after the commentary period on the creation of this cycle track, but we have yet to get an accurate biker count of cyclists who are actually using this space of bike lane.

Again, our city is multimodal. Creating and actually enforcing (a separate topic of conversation regarding DPW's lack of parking enforcement) the infrastructure to allow for all modes of transportation is made much more complicated than it should be by the DDOT powers that be.

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

I have seen an increase in ANC meeting engagement during the pandemic, which has been quite refreshing. More residents are home and more are in front of their laptops. I truly miss the level of in-person interaction that I maintain with my constituents, but I have found the virtual platform to be pretty effective, as it provides direct access to community leaders and their teams.

Of course, not all of our neighbors have the means to connect virtually, so it has been important to continue to share our updates via print and good ole fashion phone calls, of which I am no stranger.

I am an eternal optimist. I believe that we will progress through the pandemic in 2021 and find ourselves thriving in the new world that awaits us. I hope that the community engagement we've seen during the pandemic will continue. That is one of my second-term goals. I absolutely love hearing from the members of my community who continue to speak out. However, we need all voices to be heard when it comes to issues that affect us all, each and every day. Mainly, those of transportation safety, efficiency, affordable housing, accountability, and government 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?**

I fully support this goal. Not everyone can afford \$2500-\$10k per month in rent. Spoiler alert, however, is that we are far from making 36,000 units a reality over the next five years and the fact that ANC6D is already struggling to meet the basic demands of residents, this continued development and population increase will only exacerbate some of our most basic of issues.

Point 1: Very few developers are offering much more than 20% affordable units in their projects, if any at all. ANC6D is home to some of the most expensive rental, condo, and townhome units in the city, including several projects where monthly rents are upwards of \$10k per month. When I was elected two years ago, I pledged to offer no support of a project that doesn't offer at least 20% affordable units. I have stuck to that pledge. If a developer, however, is building a "by right" project, they are not required to include any affordable units, and they are not including any affordable units. Without some form of legislation from Council, I don't see how we will reach this lofty goal in five years. If every new project was forced to provide 30-40% of new units as affordable then, yes, we can achieve that goal.

Point 2: One of the most frustrating parts of this job, over the past two years, has been how inefficient government is and the lack of accountability on the part of various agencies.

I'm an entrepreneur. I've worked for myself for 15 years. My mindset is one of problems, solutions, and a check-list to eliminate said problems. At present, I'm battling DPW to help with numerous parking enforcement issues that my neighborhood is dealing with. We have vehicles blocking crosswalks, bike lanes, and even parking on the sidewalk without any penalty.

We have overgrown parcels of land that haven't been addressed via landscaping in months. The Mayor and Jeff Marootian planned a very "unique" photo opportunity in SW over a year ago where they striped a cross-walk to make it high-visibility. I was there with them when they stated that all of our city's crosswalks would be high-vis striped. Unfortunately, a year later we still have thousands of crosswalks throughout the city that have sat un-striped for years. My suggestion: Striping takes two people and minutes to accomplish. Allow local businesses and community organizations to off-set the cost of this and get them all done in six months. Each business would be allowed a small acknowledgement in the crosswalk, similar to the DC Clean Streets Program. Per my usual discussions with DDOT, the suggestion is either ignored or added to their never-ending list of open tickets.

We currently have broken or missing stop signs, missing parking signage, even completely un-striped lanes throughout my SMD that have yet to be addressed.

All of this is to say that, though I am completely on-board with as many additional units of affordable housing that we can add to our city portfolio, we have huge issues that are not being addressed at the ground-level. Adding 36k units and upwards of 72k residents will add to all of the things that are already not being taken care of throughout our 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 have been very supportive of our small business and any efforts that need to be made in order to help them recover from this pandemic. They need all of the support that our community can offer. I do support the expansion and support of streateries WITH proper oversight. A number of residents have reached out regarding certain spaces that seem to continue to expand beyond their boundaries, by the hour. Where an inch is given, it is important not to take a mile. As I mentioned earlier, we can make public space work for everyone as long as there is oversight of the process and open communication regarding what our businesses need and what ALL residents need.

Speaking of pick-up and drop-off zones, these need to be properly managed. DDOT met with ANC6D, twice, and implemented the trial-run of the CurbFlow program. I should add that they also striped the streets, for this trial, overnight. If CurbFlow were enacted, this would be a wonderful program to cut down on double-parked and illegally-parked vehicles throughout the city, providing dedicated, people-monitored spaces for PUDO. I just asked for an update from our DDOT Liaison on the program and whether it would move forward. The response: "I don't know." Government at its finest.

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

I've mentioned it several times, but lack of parking enforcement has created quite the nightmare here in Navy Yard-Capitol Riverfront-Capitol Quarter. At this point, I have submitted no less than 100 parking enforcement requests via DC311. Transportation infrastructure is completely pointless if there are no consequences for those who violate the rules and place the greater community at risk of injury.

We have delivery drivers who double-park and block stop signs. I have had two near-misses with drivers who have completely driven through intersections because they can't see a posted stop sign. I've reached out to UPS, FedEx, and most every other delivery service to have these issues addressed internally.

We have drivers who continue to block drive-ways, cross-walks, intersections, bike lanes, and even park on the sidewalk. No enforcement.

I have only received a one-line response from the lead Parking Enforcement officer here, who states: "My officers are out there." I've received that response at least three times. I have a digital paper-trail of enforcement requests and photos which have been closed out incorrectly and cited: "car not found" or "ticket issued" when the vehicles remain in violation and no tickets are issued.

I am finally receiving help from Councilmember Allen's office and plan to speak to these issues, in detail, during our upcoming October public ANC meeting. The goal is to find a permanent solution before a resident is injured or killed due to negligence.

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

Life is short and presents enough intrinsic complications. The system of government, from the most local level and beyond, needs solution-driven talent who thrive from getting actual work done and finding answers that stick. My goal is as simple as that. If that were not my goal, I would be wasting my time and others. I am and have always been dedicated to creating and pouring positive change into this world. I intend to work towards that goal during my second-term and work my hardest to represent the thousands who call Navy Yard-Capitol Riverfront-Capitol Quarter home!

8) How will you work to ensure ongoing development at the Wharf meets the values of urbanism, walkability, and helping to meet DC's affordable housing needs?

I will continue to offer my support to projects that offer at least 20% of their portfolio as affordable housing. Thankfully, we have many projects at the Wharf that offer significantly higher, including a project with 50% affordable units.

I will continue to stress the importance of designated PUDO (pick-up and drop-off) zones throughout the Wharf and throughout the region along with the necessary enforcement of the infrastructure that is created. I can not stress how important enforcement is when it comes to public safety and the flow of any mode of transportation. If a resident chooses to drive, they need adequate parking. If bike lanes are created, they need to be protected. If sidewalks are built, they need to be spacious and ADA compliant (insert: no cobblestones!).

9) What are your hopes and/or concerns about the redevelopment of Buzzard Point?

Buzzard Point is going to be a wonderful project once it is completed. I am most concerned about the lack of home ownership opportunities that this entire project provides. I am a renter and most of my constituents are renters. However, rental properties continue to drive up our area's cost of living and drive out the very residents who built this city. I have witnessed, first-hand, the trend that is new residents moving into the 'hot new neighborhood' and pay whatever rent is asked, only to leave a year or two later when they realize they could own a block or two, elsewhere. This does not build community, pads the pockets of developers, and allows for (literally) a stacked stream of tax revenue for the city.

ANC6D has pushed for a number of community-serving retail spaces, affordable housing, and transportation and environmental studies as this area is built-out. Alongside my colleagues, I intend to continue to focus of these areas to ensure that Buzzard point serves the needs of its residents, first and foremost.

Michael Eichler

ANC and Single Member District: 6E01

- 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>	Never
<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 assess the benefits to the users of the improvement and weigh them against the possible negative impacts of the parking removal. If (when) the bus/bike benefits are shown to be more beneficial, I would use this data to advocate for the improvements while also keeping an eye out for any possible salves that could be offered to those losing access to the parking spaces (discounted transit passes, discounted off-street parking, maybe new PuDos if it is a restaurant concerned about customer parking). I believe we can find win-win solutions to even the most complex urban problems.

- 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 online ANC meetings are a mixed blessing. sure, many people will join a meeting from home who would never have come out before. And it's easier to control an unruly crowd when the meeting facilitators have control over who can speak and who is muted. And another potential perk is meetings can now be longer as there's no one to kick you out and close the library or other civic space after an appointed hour. That said, online meeting platforms can still be challenging to use for our less tech savvy populations, and impossible for those without access to computers/smartphones and affordable internet connections. I think moving forward there is a lot of opportunity to offer a mix of online and in-person meeting formats and town-halls that allow a greater number of people to be heard. I also think DC could do more to ensure all residents have affordable access to the internet.

- 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 36,000 new units and more. I support 12,00 affordable units and more. ANCs have a vital role in this process. First, they can advocate for inclusion of affordable units in all projects that come to them for review. Secondly, commissioners have a role in educating their constituents as to the need for expanded housing options and building consensus among them to welcome these projects, while also listening to their concerns so any good-faith issues with new projects can be addressed during the design of the building or the community benefits package. 6E01 still has a lot of growth opportunity. With the Shaw Metrorail station south entrance right in the middle of the SMD. I think there's an opportunity to re-envision the subsidized housing currently here to make room for more units. Whereas the old designs were focused on a more suburban template with an emphasis on reduced maintenance costs, new buildings must be designed around the concept of meaningful and dignified participation in urban society.

- 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 district has been handed over to the automobile for far too long, turning neighborhoods into places that one only drives through. It's time to reclaim our sidewalks and our streets for people, reducing the dependence on cars.

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

The feedback I've received so far is that personal safety from traffic and crime is the number one issue in 6E01. My position on traffic was mentioned before: we must reclaim our streets for our residents and neighbors. As for crime, i'm in support of a variety of crime prevention and violence interruption approaches being investigated here and around the country. ANC 6E has had quite a bit of gun violence lately, and the citizens i've heard from say they feel safer when they see police presence. Therefore, the call to "Defund MPD" is one that I cannot echo without a greater understanding of what that actually means and how our neighborhood would be safer with less police presence than more.

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

I'm an urban professional with degrees in city planning and transportation engineering, and 14 years of experience doing DC-regional transportation policy and planning. I've lived in DC all my adult life (except those few years in grad school at UC Berkeley) and I care for this place and its people so very deeply. I am a big-picture, visionary thinker and creative problem solver. But perhaps most importantly, I believe that the key to solving complex problems is empathy: I have faith that people are doing the best they can with the tools they have, and the best way forward is to give people better tools.

- 8) What are your top priorities for the North Capitol Street and New York Avenue corridors, inclusive of bicycle and pedestrian infrastructure and safety? What is your opinion of the S Street NW Revitalization Project?**

To make any strides in stemming climate change, we must take bold action to reprioritize who gets to use our streets. We must prioritize bikes and peds first, then transit, then delivery and shared vehicles. Only once those other users have been accommodated should we be designing roadways for smooth and uninterrupted movement of private single-occupant vehicles. I will bring this perspective/lens to any improvements planned for North Capitol St and New York Ave.

S Street is an interesting case where the roadways were widened to make room for traffic to enter/exit a freeway that never got built. We need to return S St NW (and the portion of 6th St NW) back to their original glory with widened sidewalks and street trees. Restore the tighter turn radii and prioritize bike and ped safety.

- 9) Right now, the planned north-south protected bike lane on 9th Street NW through Shaw has been stalled. What do you see as the issues and more, do you support bike lanes or other traffic calming measures along this route? If so, what would you say to those in opposition?**

It's unclear what the actual issues are at this point. The churches along the corridor have been vocal opponents and have argued in bad faith against the project. To them I would ask, "If Jesus were to travel to your congregation today, how do you think he would get here? Would he roll up in style in an expensive car? I think he'd probably ride up on a bicycle." There are other concerns with the design, from what I understand, and there may need to be additional accommodations for the businesses along the 1900 block of 9th street, just south of U St NW. I would also offer that the cycletrack be built as a one-year pilot and the city would consider moving it to another roadway, e.g. 6th Street NW, if serious and intractable issues arose on 9th Street NW during that year.

9th Street NW through Shaw just received some shiny new "20 MPH" speed limit signs yet traffic routinely screams up and down 9th at double the legal limit. It's clear that drivers are not prepared to respect our streets and our safety. And with DC no longer enforcing traffic laws, I am in support of physical calming such as removing traffic lanes or even temporarily closing entire blocks to all motorized traffic to act as a wake up call that the streets are ours and our neighborhood safety is more important than their speeding.

Tony Brown

ANC and Single Member District: 6E02

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>	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.

With the current situation of the multiple construction sites throughout the District impacting traffic, I believe that DDOT must perform targeted analysis to determine the best ways to traverse through the city. First and foremost, safety for all should be paramount. So, I believe that strategic measures, between WMATA and DDOT, be taken to effectively assess and design requisite routing and design a Master Plan to address these concerns. The Master Plan should be the centerpiece in designing and designating how all aspects of travel throughout the city and our communities in order to take full responsibility in the implementation of the ultimate design and configuration of our city's various modes of transit. Having a plan is key to successfully implementing conveyance and insuring safe methods of traversing for pedestrians, cyclists, and public modes of commuting. This process should ultimately address each mode of travel and the necessary placement aligning the needs of the District and its residents and those who visit the city.

Example: DDOT having performed trend analyses of traffic and bike lane infrastructure, and pedestrian route studies, should be able to expertly design safe travel terrain for everyone. If street (A) has a high capacity for larger vehicles and less space for pedestrian traffic and bike lanes; and street (B) has capacity for higher volumes for pedestrian and bike traffic, then bus routes should be relegated to those routes and designated to utilize street (A). Street (B) should be then designed to accommodate for the utilization of pedestrian and bike travel. Both, WMATA and DDOT having assessed and decided on current bus routes and bike lanes, should be able to discern the needs of each community and be the authority to would address the desires of the City plan and what is needed to achieve these goals and objectives. The ANCs through the City plan process must definitely take an active role in fine tuning and addressing evolving changes and should maybe be involved in more intricate ways to allow our respective community opportunities, both private and commercial a means to collaborate with DDOT to come to an agreed upon acceptable and hopefully amicable determination to the final decision regarding these significant matters.

As with all changes to accommodating change, the matter of parking is a delicate issue. However, it is my opinion that we, collectively come together to compromise on the feasibility and the benefits of the whole, on removing. However, where there exists strong argument supporting the need to develop solution, I believe that there are ways to achieve alternate arrangements that can and have been proven successful to provide parking arrangements, be it curbside valet options or establishing

collaborative partnership agreements with businesses to provide the necessary accommodations for clients or residents to take advantage of in the affected no parking areas.

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 pandemic has presented a reality check and an opportunity to options for this new challenge. Zoom and other online applications have proven to be an exceptional method to pursue. Actually this technology has saved the day. I believe that this technology allowed us to see the potential and futility of utilizing these platforms and how we can better serve our constituents and the ANC. It allows individuals who have issues with work schedules, parental care responsibilities, those traveling for work and pleasure, etc. to have the opportunity to now, regardless of your location and special needs, be a part of our ANC monthly meetings. By having an online platform it provides a means for increased participation and the inclusion of the input of those who were previously unable to attend.

I believe that going forward, regardless of whether or not we can physically come back together in onsite meetings, that ANCs should make online participation capability a must going forward. I believe the Office of the ANC should establish a budget to support the equipment and services necessary to provide this service citywide. The benefit of this measure would be the ANCs then having the ability to provide an hybrid platform in order to expanded participation and engagement. It would go a long ways to conducting the business of the ANC, residents and concerned citizens.

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

I believe that we should attempt to make DC a city that appeals to the masses. I believe that DC represents a place that looks out for all of its residents providing an opportunity for anyone seeking to come make a better life for themselves and their families. I've lived in the District all of my life and have seen and know the wealth of resources this city has to offer. DC is a city of opportunity. We have a rich heritage of which many treasure. It is also the envy of many other cities due to the fact that we have opportunities, services and amenities that of masses seeking in settling down to establish their home base. As testament to this fact, we have many working-class families who make modest salaries and struggle to make ends meet. Many of their rents and the price of housing present obstacles for the average families. Personally, was born and raised here in DC. In my early years, my family lived in public housing back in the 1960s and remained till 1974. It was at that time that, through my parents' hard work and perseverance, that they started their family and worked hard to be able to afford to purchase their own home. Finally, in 1974, my parents were able to save enough to finally purchase their own home. This was the dream of most of the families residing in affordable housing at that time. The system works and we are living proof. So, I have seen for myself how affordable housing, can be a means for hard-working families striving for a better future to become invested in a process to become part of the American dream.

Knowing, how the affordable housing plays an important role in average people's lives works, I believe that the 12,000 goal should be expanded. I have seen how affordable housing can allow more and more residents get a foot hold on becoming productive citizens aspiring to achieve bigger and better goals for themselves and their families, particularly during this pandemic. This would allow those seeking a place to plant their feet and establish a homestead, to be part of the DC experience and remain in the District, instead of fleeing to the suburbs to afford housing that is more affordable. DC has been a place where families can come and get wonderful education, attend college, and achieve suitable employment that translates into stability and feeling at home.

I commit to as a ANC Commissioner to solicit the opportunity to address developers and organization attempting to gain acceptance and approval of their developments to stretch their plans to include, not the minimum number of affordable units, but the surpass what the minimum requirement. The DC required minimum does set a baseline, but I believe that developers can do

more to help the District of Columbia help and support our mission to provide the maximum number of opportunities to address our dire need for additional 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?**

Its my belief that this pandemic has brought about a change to the future of normal. It has caused us begin to think outside of the box and be innovative in dealing with our everyday routines. I believe that what has evolved from this situation, will essentially become the new norm. The innovative ways that we currently have come to routine will remain in affect until which time that the virus is brought under control. The likelihood of a total eradication of this virus will more than likely take years to achieve. So, I believe that we continue along the measures we've put in place during this pandemic and continue to practice these safety measures until there is no further concern for contamination. However, I believe that it has now become the norm and I have a sense that most enjoy this new concept and will desire to retain it as our new norm.

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

My biggest concern at this time is an uptick in crime. I believe strongly in the DC MPD. I believe that through the residents working closely with MPD, that we can significantly address the activity. I believe that having access to community email lists and security notification system, that we can together work to rid our community of crime. Please take the recommendations from MPD to secure your belongings and be vigilant in observing your surrounding will greatly help to prevent some crimes.

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

I'm a native Washingtonian lifetime resident. I've resided in Shaw since 2009 and have enjoyed the pleasure of serving the residents and the sense of community of this area. I have been actively involved with ANC6E where I have served as the ANC6E02 Commissioner (2017-2018) and made a significant impact on Shaw. I'm retired, available, experienced and committed to the Shaw community where I continue my due diligence to assist residents with various issues. If elected, I would again hit the ground running full speed as your ANC Commissioner.

- 8) What are your top priorities for the North Capitol Street and New York Avenue corridors, inclusive of bicycle and pedestrian infrastructure and safety? What is your opinion of the S Street NW Revitalization Project?**

It would be my hope that a plan is developed to address the multiple issues concerning that intersection. It is a very complicated network for motorist and pedestrians. I would hope that some very creative measures be explored to achieve a more pedestrian friendly strategy be developed to somehow isolate pedestrian walkways and bike lanes from vehicular traffic lanes. I would suggest some type of overhead network for vehicles and retain the surface level for pedestrians and bike travel.

The S Street revitalization is critically essential. First of all, a portion of the sidewalks are non-ADA compliant. I reside off of S Street and have seen individuals in wheelchairs who were unable to remain on the sidewalks and resorted to using the busy streets in order to get to portions where the sidewalks are wider. Also, in the snow season, there is no way for individuals using walkers and/or wheelchairs to travel through those same narrow sidewalks. The project will hopefully help to mitigate some of the traffic and frequent accidents of the past. With this project, I am hopeful that by relieving some of the traffic that it will lend to safer thoroughfare for pedestrians and cyclist.

- 9) Right now, the planned north-south protected bike lane on 9th Street NW through Shaw has been stalled. What do you see as the issues and more, do you support bike lanes or other traffic calming measures along this route? If so, what would you say to those in opposition?**

DC is a very cosmopolitan city which has attracted not only great residents, but too many great companies and businesses. Over the years, many have relocated to DC because of its neighborhoods, employment opportunities and other terrific amenities and resources that make living in DC very accommodating and convenient. Our bike lane infrastructure has also become and continue to evolve into a highly utilized resource and has, through careful planning become desirous of a large segment of the population. I fully support them as they serve a major segment of our population who for not only convenience, but too for healthy aspects as well. As DDOT has carefully assembled clear bike lanes across the city, they have also strategically address the ongoing safety concerns. So, to address the combination of vehicular and bike traffic, the traffic calming measures put in place the requisite calming measures to make safe travel for everyone. I am not aware of why the project has stalled. If I may speculate, I've noticed that there are several construction projects along 9th St. I believe that by having so many obstructions, it would pose certain difficulties to fully implement the bike lane infrastructure. It would be my hope that the completion of most of the construction would make way to resolve any concerns and allow the project to be finalized. Once, whatever issues are resolved, the completion will help fulfill a significant gap in the bike lane network.

Alex Lopez

ANC and Single Member District: 6E02

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>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<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.

As ANC Commissioner, I will be a forceful advocate for projects that improve bus service and make walking and bicycling safer, even if that means removing on-street parking. I believe that bus service must be fast, frequent, and affordable. I believe that walking and biking must be safe and accessible for residents of all ages and abilities. These goals represent an equity and climate imperative that is of far greater importance than private parking on public streets.

ANC 6E lies at the crossroads of DC. Our neighborhoods are bisected by the major arterials of New York Ave, Florida Ave, Massachusetts Ave, North Capitol St, and 6th St NW. The transportation decisions we make in ANC 6E not only affect our neighbors, but also the ability of residents across the District and across the region to travel to and through our neighborhood to access employment, essential services, and recreation. As such, I will uphold the ANC Oath of Office by considering transportation matters "from the viewpoint of the District of Columbia as a whole", even if those decisions require the removal of some on-street parking.

As the founder and current chair of the ANC 6E Transportation Advisory Committee, I work extensively with DDOT and the community to identify opportunities to make streets safer, improve bus service, and expand bike lane networks in my neighborhood. I recently helped broker a compromise between ANC 6E, the Mount Vernon CID, and DDOT to redesign the K St NW bike lane to ensure fully protected bike lanes while creating dedicated pick-up/drop-off zones for the restaurants. This compromise removed some on-street parking and transferred some curb space from metered parking to dedicated PUDO zones, which served a greater need for the community.

I support the long-delayed Eastern Downtown Protected Bike Lane project on both 9th St NW and 6th St NW and will lobby the Mayor's office to move this project forward. I support the creation of dedicated bus lanes on Rhode Island Ave NW (G8, G9) and North Capitol St NW between M St and Union Station (80, 96). I also support extensions to existing bike lanes on 7th Street between N Street NW and on New York Avenue NW and on M Street between 1st St NW and 1st Street NE.

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 transition from in-person to online meetings has made ANC meetings more accessible to a portion of ANC 6E residents, but has also created barriers to those with limited access to internet-connected devices. On the whole, ANC 6E attendance has increased significantly since it switched to online meetings, which demonstrates latent demand for online meeting options, even post-COVID. I must commend ANC 6E Chair Rachelle Nigro for her work transitioning the ANC to an online environment.

I am grateful to the DC Council for appropriating funds in the FY21 Budget to enable ANCs to further improve meeting accessibility and transparency. If elected, I will work with my fellow Commissioners to use these funds to procure professional videoconferencing services for ANC 6E Commission meetings, as well as sign language interpretation and/or computer-aided real-time transcription, as needed. I will also make changes to the ANC website that improve access to ANC materials and meeting video recordings.

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

I support the Mayor's goal of building 36,000 additional housing units, including 12,000 affordable units, by 2025. To achieve this goal, we must develop more and denser housing, especially in neighborhoods with excellent transit access and close proximity to job centers, like ANC 6E. As Commissioner, I will support (1) new development that creates additional housing supply, (2) expansion of inclusionary zoning (IZ+) to add affordable units, and (3) adoption of the updates to the Comprehensive Plan to support further density across the District. I am especially supportive of Councilmember Nadeau's efforts to legalize "missing middle housing" (duplexes, triplexes, townhouses, and ADUs), by following the progressive example of cities like Portland and Minneapolis that have eliminated single-family zoning.

I am concerned for renters in our community and will work with Council and District agencies to strengthen renter protections. The District's rent control policies are insufficient to protect renters and preserve rent-stabilized units. I was disappointed that the Council reauthorized the existing rent control law through the FY21 Budget, rather than work to reform it. I will work with community organizations and Council to support needed reform to the rent control law. I am equally troubled by the impact of the public health emergency and economic recession on tenants' ability to pay rent. We must extend rent relief to avoid an eviction cliff. As ANC Commissioner, I will advocate for additional rent assistance and help renters in my community connect to available rental assistance resources.

6E02 has several opportunities for new housing, including affordable housing. First, the proposed PUD at 631 P St, which includes 215 new rental units. As Commissioner, I will negotiate with the developer to include additional affordable units. Second, the disposition of Parcel 42 on Rhode Island Ave NW next to the Shaw Metro Station for development as 90 units with 30% affordable units. I will work with DMPED to move the long-delayed Parcel 42 project forward.

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

I support the repurposing of public space for people to walk, recreate, and patronize our local restaurants. Especially in a time when social distancing is helping to reduce the spread of COVID and fewer people are driving, this repurposing is a no-brainer. As an ANC Commissioner, I will support the implementation and extended deployment of these initiatives for as long as they are needed, including after the public health emergency ends.

I am disappointed that DDOT and the Mayor's office have refused to implement complete street closures, which is a model that has been successfully implemented in nearly every other major U.S. city. The "Slow Streets" initiative, including S Street NW, misses the mark because it keeps the street open enough to still feel dangerous for bicyclists and pedestrians, and closed enough to invite confusion and recklessness from drivers.

The reallocation of public space from cars to people is a principle for which I would continue to advocate through the ANC's input on DDOT's forthcoming moveDC 2.0 plan.

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

The role of local government than ever to help us navigate the pandemic and rebuild as a community. We have a once in a generation opportunity to recreate our city in a model that is more inclusive, more just, and more resilient. The ANC should be a conduit through which to focus community input on the District we want to become. My efforts for an equitable ReOpen DC will focus on three areas: housing relief, reallocation of public space, and rebuilding public transportation.

Housing Relief

Too many families are struggling to pay their rent or mortgage due to the economic and health impacts of COVID-19. My greatest fear is that as DC ReOpens, we will face a crisis of evictions and foreclosures. As Commissioner, I will champion rent and mortgage assistance for struggling families and work to connect my neighbors with available rental and mortgage relief.

Reallocation of Public Space

As I discussed in Question 4, the District and other cities are learning a lot about the benefits of reallocation of public space from cars to people. When we design for pedestrians, buses, and bicycles, we create more livable neighborhoods, create places to play, strengthen community bonds, and support local small businesses. I will apply this ethos to my work on the ANC.

Rebuilding Public Transportation

I will advocate for DDOT and WMATA to restore transit service to pre-COVID levels and continue to improve bus service and reliability. We cannot turn our backs on transit users by locking in substandard levels of service that will result in crowding and limit access to economic opportunity, especially for our essential and service workers.

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

I am running to represent ANC 6E02 as a progressive advocate for safer streets, affordable housing, and an equitable COVID recovery. My most important qualifications for being an ANC Commission are that I am accessible, knowledgeable, responsive, and (above all) I listen.

I read and answer my email, so drop me a line and tell me what's important to you at alopez.anc6e@gmail.com.

8) What are your top priorities for the North Capitol Street and New York Avenue corridors, inclusive of bicycle and pedestrian infrastructure and safety? What is your opinion of the S Street NW Revitalization Project?

North Capitol Street

North Capitol Street embodies the District's failure to live up to its Vision Zero commitments. In the last two years, eight of our neighbors have been killed by traffic violence on North Capitol Street. Still, DDOT has failed to act with a sense of urgency to improve transportation safety on this corridor.

This is why I helped establish a coalition of 27 local ANCs, community groups, BIDs/Main Streets, and businesses to urge DDOT to focus attention on North Capitol Street safety. This coalition calls on DDOT to implement the 60 recommendations from the North Capitol Street Needs Assessment, swiftly implement tactical safety interventions, and develop plans for longer-term capital improvements that calm traffic, improve accessibility, and bridge neighborhood divides. The coalition engagement with DDOT is ongoing; our next meeting is in early October.

New York Avenue NW

I am hopeful that DDOT's New Jersey Avenue project will greatly improve safety for bicyclists and pedestrians crossing New York Avenue at New Jersey Avenue. As Chair of the ANC 6E Transportation Advisory Committee, I helped pass an ANC resolution calling on DDOT to improve signal placement, lane channeling, and pedestrian crossing at the intersections of New York Avenue, L Street, and 5th Street NW. I have also worked on a resolution urging wholesale redesign of traffic patterns around Mount Vernon Square, with a focus on pedestrian crossings and bike lane connectivity. As Commissioner, I will continue to follow up with DDOT regarding implementation of the ANC recommendations for New York Avenue.

The elephant in the room for New York Avenue is the I-395 entrance at 4th Street. I do not have a ready solution to this big problem (short of closing the freeway entrance), but look forward to working with neighbors to build toward solutions.

S Street NW Revitalization Project

I support the S Street NW Revitalization Project because it will calm traffic, improve pedestrian safety and accessibility, and enhance the streetscape. I am especially pleased that DDOT adopted the recommendations of the Transportation Advisory Committee to close the portion of S Street NW between New Jersey Ave and Florida Ave NW and look forward to reclaiming this as pedestrian space and a community asset. I also believe that this project should be a jumping off point for a wholesale re-imagining of the dangerous traffic triangle formed by Florida, Rhode Island, and New Jersey Avenues, and will use my platform to push DDOT in this direction. If elected, I will continue to work with DDOT to strengthen this project and lobby Council for the capital funds required for its implementation.

My primary concern with the S Street NW Project is that it misses an opportunity for rapid interventions to correct obvious safety issues. These include: a four-way stop at the intersection of 5th Street and S Street, high visibility crosswalks, and flexpost curb extensions at intersections. Unfortunately, DDOT has been resistant to implementing these safety measures. Residents should not need to wait 3+ years for a capital project to deliver stop signs, crosswalks, and turn hardening.

- 9) Right now, the planned north-south protected bike lane on 9th Street NW through Shaw has been stalled. What do you see as the issues and more, do you support bike lanes or other traffic calming measures along this route? If so, what would you say to those in opposition?**

I support protected bike lanes on both 9th Street NW and 6th Street NW.

There is a strong need for protected north-south bike lanes through ANC 6E. This need was clear in 2015 when DDOT began developing plans for the Eastern Downtown Protected Bike Lane project, and is even more obvious half a decade later.

Between 2015 and 2017, DDOT worked with the community to design two potential routes for the Eastern Downtown Protected Bike Lane -- one on 9th Street and one on 6th Street. In 2017, DDOT made its recommendation to the Mayor's office to move forward with the 9th Street route, and that recommendation has sat with the Mayor's office ever since.

It is now 2020, and several things have changed since DDOT initiated this project in 2015:

Protected bike lanes have been installed throughout the city, including the forthcoming protected bike lane on K Street NW, building toward an integrated network of protected bike lanes; DDOT has committed to building 20 more miles of protected bike lanes by 2022. Greenhouse gas emissions from the transportation sector continue to increase, now representing nearly 25% of total emissions in the District; The Sustainable DC 2.0 Plan committed the District to achieving 25% mode share from active transportation (walking and bicycling) by 2032; and More people are bicycling than ever before, especially during the pandemic.

And still the Eastern Downtown Protected Bike Lane proposal sits untouched at the Mayor's office.

The framing for the Eastern Downtown Protected Bike Lane project must shift from an either/or choice (either 9th Street or 6th Street) to a both/and imperative. Functionally, the 9th Street and 6th Street routes serve different purposes and connect with different bike lane networks east and west of the Convention Center. The two routes also have the co-benefits of calming traffic on two notoriously dangerous streets. I support building protected bike lanes on both the 9th Street and 6th Street routes as necessary to meet the District's goals for Vision Zero, mode shift, and decarbonization of the transportation sector.

Several churches in the Shaw community have expressed concern that the removal of some on-street parking will adversely impact church operations. As ANC Commissioner, I will work with the churches and DDOT to identify options to mitigate the impact of parking removal on church operations.

Jordan Hibbs

ANC and Single Member District: 6E04

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>	Frequently
<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>	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.**

Our city's streets need to be accessible to all modes of transportation. As ANC Commissioner, I would begin by seeking input and comments from residents and working with other ANC commissioners to find the correct path forward. As a resident who relies on public transportation to get to work, I am personally supportive of improving bus service and protecting riders and walkers on our streets, even at the expense of on-street parking. I also believe that many of our residents share these beliefs and values. Many of our residents rely on safe, reliable, public transportation – as well as biking, walking, and scooting. We must always prioritize the needs of our community in these decisions. As ANC Commissioner, I would be certain to get public input, as well as socialize any changes on the roads (such as removal of parking) with residents and be certain to amplify the views of the community to decision makers.

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?**

By putting the meetings online, the ANC is encouraging public participation and increases the public's knowledge of issues currently facing our neighborhoods. I would like to see the usage of high-quality live-streaming for ANC meetings, even when meetings return to in-person. As ANC Commissioner, I would also pursue closed captioning for official ANC meetings to increase accessibility.

I believe that transparency is of the utmost importance. Too often our ANC is unaware of Robert's Rules of Order, or chooses not to follow them. Particularly concerning is how agendas are not adhered to, and items are often added the day of and even sometimes during the meeting. We can certainly plan better than this. This year (July 2020), ANC 6E passed a resolution to change to their bylaws and did not allow for any public comment on the change. As ANC Commissioner, I would commit to providing more transparency and allowing for input from residents in matters that alter important documents such as the bylaws that govern the organization.

- 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?**

Growing up, my family faced extreme poverty and we relied on affordable housing for some time. I personally know the struggle that everyday families face in securing housing. To make matters worse, as a result of COVID-19 and the resulting economic fallout, even more residents are facing the anxiety of eviction or foreclosure. These are serious issues, and it will take hard work and support at all levels of government to address this. I am committed to doing so as ANC Commissioner.

To meet the District's housing needs, ANC Commissioners should be supportive only of housing developments that include affordable housing options. One of our Single Member District's strengths is our diversity. As an ANC Commissioner, I would be certain that our community has an open and consistent dialogue with community groups and non-profits serving residents who are looking for affordable housing. I would also be certain that we would coordinate with DC Housing Authority, the City Council, and the Mayor's office, to ensure that the needs of our community are communicated and met by our leaders. Another important dialogue as an ANC Commissioner is with the developers in the area to ensure communication with residents and groups serving our community. In our ANC, affordable housing should be a source of pride and a place of safety and stability for our residents. It's up to all of us (including ANC Commissioners) to make this happen.

Furthermore, the District of Columbia has the highest percentage of LGBTQ+ residents of any city in the country. As an ANC Commissioner, I will work address the unmet need for LGBT-friendly senior housing which has been identified as a key issue by the ANC Rainbow Caucus. As an ANC Rainbow Caucus Candidate, I will ensure effective coordination in support of 6E04, as well as coordination with the DC Office of Aging, Office on LGBTQ Affairs, and the District of Columbia Housing Authority on these matters.

- 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?**

COVID-19 and the resulting economic fallout has impacted our communities in so many ways. The sidewalk cafes, curbside table service, and "streateries" show just how innovative, hard-working, and resilient our local businesses are in the face of this adversity. Going forward, we as a community have the opportunity to re-imagine and improve our public spaces. I personally support these new ways of using public spaces, and I have heard similar feedback from our residents in 6E04. These various uses of public space have allowed for social distancing, created outdoor options for physical activity, and has allowed us to continue to support our local businesses. While we will always have a dialogue about what is best for the community, I believe these new ways of using public space should continue after the pandemic ends, and I believe our community at-large is supportive of this as well.

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

There are many issues facing our district such as unemployment, homelessness, public safety, mental wellness, and racial disparities. COVID-19 and the economic fallout has only made these issues worse, which is why I consider it the most important issue facing our neighborhood. Daily life as we know it has changed, and for some, it will never be the same. These issues are complex and will require community-wide coordination. As ANC Commissioner, my first step would be developing a mutual aid network in our community to support one another through resource sharing (such as neighbors helping neighbors with grocery runs, trips to the pharmacy, or sharing information about available city, federal, and non-profit resources). The next step is to host neighborhood town halls and surveys to get a qualitative and quantitative understanding of the impact on our community.

The final step is advocacy with the DC Council and the Mayor's office for expansion of relief for our neighbors and local businesses.

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

I'm a problem solver with a get-it-done attitude, which is a key part of how I got to where I am today. As a child, I grew up in poverty and witnessed domestic abuse in my home – and for a couple of years, we lived in government-subsidized housing, depended on food stamps and the school free lunch program, and searched dumpsters and donation centers for clothing and supplies. It was a tough time, but I learned a great deal from my mother who went on to raise us as a single parent.

Through working a full-time job, earning scholarships, and getting financial aid – I was able to attend community college, then university, and then graduate school. Since then, I have committed my life to public service in our nation's capital and I am ready to stand up and fight for improving housing affordability and public spaces, supporting jobs and small businesses, creating community-focused public safety, and enhancing bicycle, pedestrian, and vehicle traffic safety.

8) What are your top priorities for the North Capitol Street and New York Avenue corridors, inclusive of bicycle and pedestrian infrastructure and safety? What is your opinion of the S Street NW Revitalization Project?

Our ANC needs to be more proactive (and less reactive) when it comes to transportation safety and transit access in our community. ANC Commissioners have shown good advocacy in addressing the issue of the day - which generally means addressing current construction issues. ANC 6E needs to leverage the work of the 6E Transportation Committee and we need to create an ANC 6E wide proposal for addressing the needs of our streets, including the North Capitol Street and New York Avenue corridors -with public input. I personally live at the corner of New York and New Jersey Avenues where I witness car crashes on a routine basis. I have also almost been struck by oncoming traffic who are running the red lights at the intersection. This is unacceptable and needs to be addressed.

I also believe we should advance the S Street Revitalization Project to promote pedestrian, bicycle, and scooting safety, including the evaluation of how we look at the broader triangle at Rhode Island Ave, Florida Ave, and New Jersey Ave. A key piece of serving as an ANC Commissioner is ensuring that our community is involved in the discussions around these projects and that their voices are heard. As ANC Commissioner, I would support the work of the ANC 6E Transportation Committee and raise awareness about these projects through the committee's community meetings. We must also work with DDOT, WMATA, our City Council Members, and the Mayor to promote addressing community roads with community context and needs in mind. We need to adopt progressive policies which will direct our transportation planners and engineers to design streets that enable safe access for all users, regardless of age, ability, or mode of transportation.

9) Right now, the planned north-south protected bike lane on 9th Street NW through Shaw has been stalled. What do you see as the issues and more, do you support bike lanes or other traffic calming measures along this route? If so, what would you say to those in opposition?

As the former Board President of the non-profit, Red Means Stop Traffic Safety Alliance, I have worked first hand with victims of reckless behavior on our roads. I have also worked with elected officials to improve the safety of our streets and communities. In college, my Masters Thesis/Applied Project focused on eliminating distracted driving and creating safer roads, which received Arizona State University's Project Excellence Award for outstanding legal research and writing. In college, I also researched and published an honors paper on prioritizing transportation equity through complete streets which are designed to enable safe access for all users - pedestrians, bicyclists, scooters, motorists and transit riders of all ages and abilities. Improving transportation in our ANC and nearby areas is of critical importance.

As an ANC Commissioner, I will always prioritize and advocate for the safety of our streets. I will maintain open dialogue with our residents and leverage the great work of the ANC 6E transportation Committee. The 9th street work has been long delayed for various reasons, and I would work in support the protected bike lane on 9th Street and would coordinate with the surrounding

ANC Commissioners to ensure support of this and other traffic calming measures. As an ANC Commissioner, I would work with residents, local business owners, community groups (including non-profits that focus on these issues), and DC government officials to advocate for advancing the 9th Street project forward.

Rachelle Nigro

ANC and Single Member District: 6E04

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

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

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

I have worked on issues like this as an Advisory Neighborhood Commissioner and wholeheartedly supported the development and improvements of bicycling and pedestrian-friendly infrastructure. I would disseminate, as early as possible, any notices or related materials (e.g. DDOT Notice of Intent, business notices/permits, etc.) via my social media, email, and flyers, and I would talk to my constituents. I would then facilitate the discussion of material impacts at ANC and other community meetings and solicit stakeholder feedback on the pros and cons as well as alternatives related to any changes that could be a win-win for those who drive, bike, walk, etc. Additionally, I would request an experimental phase, studies, and timeline extensions that my constituents may need, and I would explore creative approaches that might satisfy all constituents and related stakeholders. I understand that it is not always be easy to achieve consensus. But I will strive to build consensus and get alignment among stakeholders as much as possible so we can all have a clean, accessible, and safe city. A current example of on-street parking that was removed recently was on the 1200 block of New Jersey Ave. NW, which is part of the New Jersey Ave. Safety Project. The parking spaces that were removed is impactful to constituents and nearby religious institutions. This is still on-going concern that I am currently engaging all stakeholders on.

- 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?**

As the current Chair of ANC 6E, I have worked to address all issues, policies, etc. with transparency, accountability, creativity, cooperation, and full stakeholder involvement. Although the pandemic has prevented us from having in-person ANC meetings, we have seamlessly transitioned to web-based conference meetings. However, some constituents do not have digital literacy skills or access to the internet. To assist with this concern every virtual meeting also includes a phone number to use to participate in the meeting. In addition if constituents have disabilities our ANC can provide interpreters, closed captions, and transcripts. We continue to provide meeting minutes and related materials on our website and in print if requested. Since we have gone virtual, ANC 6E has gotten greater attendance at the monthly meetings. I have received positive feedback especially

from senior citizens how much they enjoy not having to leave their home but can still fully participate. One of our meetings had 104 participants. I would fully support remaining virtual for our monthly meetings.

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

I fully support initiatives that make housing more affordable and accessible to all. During the years I have served as a Commissioner have a track record of requesting that developers in our boundaries responsibly build affordable dwelling units into their developments. A recent example of this was working with the MidCity Development team on the 1200 5th St. project, which is across from 6E04. The development will have 360 units. With input from myself and other community members the project team increased the number of affordable units to 12%. Our community can find a balance and maintain its historical integrity, charm, and livability and at the same time creatively find additional housing options for all income levels when new developments come before the entire ANC. I have also requested that developers and existing homeowners consider a balanced approach related to zoning and Accessory Dwelling Units. Also, I will continue to help constituents better understand zoning/development regulations and help keep them abreast of opportunities to testify and/or provide additional input about future development in our area.

- 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?**

Yes, I do feel the “streeteries” should continue. If the weather permits and the restaurants make it comfortable and safe for their patrons during this challenging time outdoor seating is a great benefit to both the customer and the restaurants. I have enjoyed these “creative cafes” immensely!

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

The most important issue currently concerns the increased number of incidents involving gunfire around the 400 block of N St. While there had been some incidents over the summer, there has been an escalation lately. Some of my constituents are afraid to leave their homes even to take out their garbage or walk their dogs. I have successfully worked with the police department to provide additional protection for the block and the surrounding area. I am in constant contact with the MPD Third District commander and his team as well as other external stakeholders to help combat this violence. My working relationship with the police provides increased awareness for 6E04. I'm also partnering with the Office of Neighborhood Safety and Engagement to provide to support for the community and to work with local residents in crisis. Safety is my number one concern for my constituents and providing peace of mind for them is key for daily living.

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

I am the best choice for Commissioner for 6E04 because I lead my constituents through critical issues that impact their daily lives, and I engage with them constantly. The most important thing I do as Commissioner is that I regularly communicate with my constituents in all ways possible. In addition, I take immediate action with DC government agencies to resolve constituent concerns. I am always incredibly positive in all of my interactions.

- 8) What are your top priorities for the North Capitol Street and New York Avenue corridors, inclusive of bicycle and pedestrian infrastructure and safety? What is your opinion of the S Street NW Revitalization Project?**

On North Capitol Street there needs to be continued improvement for pedestrian safety. There have been too many pedestrian deaths there. DDOT has been slow to implement improvements such as better crosswalks and safety barriers. A large part of New York Avenue is in my Single Member District. For the past two years I have constantly worked with DDOT to ensure safety measures are taken for the New Jersey Ave Safety Project. This project is very impactful to not only my constituents but also to bicycle riders and drivers that come through 6E04. There have been many vehicle accidents and concerns about pedestrian safety on the project during construction. Due to these safety concerns I continually review all steps taken by DDOT. Concerns I have raised are the timing of the lights, the spacing needed for the bike lanes, the pedestrian access for crossing New York Avenue especially at New Jersey Avenue, and the placement of the traffic lights.

I think the S St. NW Revitalization Project will only make that area better especially by Florida Avenue. I want DDOT to outreach to the residents thoroughly to make sure they receive good feedback from the community.

- 9) Right now, the planned north-south protected bike lane on 9th Street NW through Shaw has been stalled. What do you see as the issues and more, do you support bike lanes or other traffic calming measures along this route? If so, what would you say to those in opposition?**

I have supported the bike lane on 9th St. and will continue to support this initiative. I feel their needs to be continued engagement with all parties- residents, religious organizations, and users of the bike lanes. With on-going communication compromises can hopefully be made to help the project move forward.