

ANC 3A June Meeting
Tue. Jun 20, 2023

Transcript of ANC 3A Public Meeting June 20, 2023

10:11 - Chair: All right, the time is 7:10. My name is Thaddeus Bradley-Lewis. I'm the chair of ANC 3ANC and the Commissioner for Single Member District 3A01. I'm going to call this meeting to order we are recording and transcribing I'm gonna first ask for a roll call and then a confirmation of quorum. As I said before, my name is Thaddeus Bradley-Lewis, 3A01. Commissioner Mladinov, could you confirm that we have a quorum at this meeting?

10:53 - Commissioner Mladinov: We have four members here. That makes a quorum. A quorum is three or more of the Commissioners.

Chair: And I do have a visual on Jeremy Del Moral.

Commissioner Mladinov: That makes all five Commissioners.

Chair: Christian, could you confirm that you can hear all of us here over Zoom.

11:15 - Christian Piñeiro: I can. The image is a little blurry, but I can hear you guys perfectly.

11:21 - Chair: Wonderful. Thank you very much. All right, we have Commissioner Del Moral. Do you just want to say your name and your district?

Commissioner Del Moral: Yeah. Commissioner Jeremy Del Moral, 3A04.

Chair: Thank you, that's a full roll call. The first item of business is to approve the agenda and ask for any amendments. I do have one that I will offer myself to begin. I would like to add under administrative matters a discussion about making a request of the Technical Assistance Fund to procure a laptop for the ANC. Do I have a vote? All of those in favor of amending the agenda to include the TAF request, say Aye.

12:23 - Chair: The motion passes unanimously. The agenda is amended. The 1st item on our agenda is to have a report from MPD. I don't see either of the captains participating. Is somebody else from MPD currently participating via Zoom? All right. Hearing none. I think I'm going to go ahead and we will, proceed with the agenda to the next item and then we can return to the MPD report when somebody joins us.

The next item on the agenda is the presentation and resolution on renaming Reservation 630. I'll turn to Commissioner Miller to speak about this.

13:27 - Commissioner Miller (ANC 3A03): Great, thanks so much. We are fortunate enough tonight to have with us Superintendent Georgia Ellard, who is seated here. Superintendent Ellard joined National Park Service back in 1955 as a typist at Fort Dupont and then had a long and storied career (which is covered in our proposed resolution) before getting the

job of Superintendent of Rock Creek Park, as both the first woman and the first black woman to hold that job as Superintendent. One interesting part about it is that the part of the park proposed to be named for Superintendent Ellard was previously named for the President of the DC Board of Commissioners, who back in the 1930s and 1940s worked hard to keep the District of Columbia segregated and to keep Black people out of the areas of Northwest DC west of Rock Creek Park. After he died, the Park Service administratively named it [Reservation 630] for him and the name remained until 2021 when ANC 3F and Delegate Eleanor Holmes Norton asked the Park Service to remove his name. We're lucky enough to have Superintendent Ellard here tonight.

15:12 - Commissioner Miller: When we were talking the other day, she said, "You know, this will not be my first ANC meeting." That indicated that she, as Superintendent of Rock Creek Park, had both the fortune and misfortune to spend quite a few evenings at ANC meetings over the years with Rock Creek Park, on positive and negative developments. But tonight she's here for a positive reason, which is for us to honor her for her lifetime of service to the park and the park system and life in the District of Columbia, and thank her for her service.

Chair: Before we read the resolution, I'd just like to thank Commissioner Miller for working on this, communicating with all of the involved parties to make this happen. I think this is an important part of serving the best interests of our constituents, but also the District and recognizing Superintendent Ellard's service and also recognizing the history that we do have in this part of the District. I should acknowledge that Councilman Matt Frumin has been involved, and Eleanor Holmes Norton's office has been involved in what the procedural best approach would be to get this part of the park renamed from Reservation 630, which is what it is currently.

17:04 - Commissioner Mladinov: I was going to mention one other thing. I was listening to an excellent panel discussion online from the Forest Hills-Van Ness area in 2021 with Julia Washburn and Ms. Ellard, and one of the things that Ms. Ellard mentioned was the reopening of Pierce Mill, which is a very important asset in this part of the District. And that was another proud accomplishment of Superintendent Ellard's, which we really thank you for. It means a lot to students and it means a lot to residents and history.

17:43 - Commissioner Miller: Thank you for adding that, Commissioner Mladinov. Superintendent Ellard gave me directions for how to get here tonight and we actually went through the park and went by Pierce Mill. She indicated that was one of the proudest things she achieved in her time in charge of Rock Creek Park. The resolution supports renaming Reservation 630 in honor of Georgia Ellard, retired superintendent at Rock Creek Park [Reading the proposed resolution]:

WHEREAS, Reservation 630 is part of the National Park Service (NPS) Rock Creek Park, bounded by Tilden Street to the north, Picnic Area #1 just west of Tilden Street and Beach Drive to the east, Rodman Road to the south and Reno Road to the west, and therefore is immediately adjacent to ANC 3A;

WHEREAS, in 1941 Reservation 630 was administratively named by NPS for the recently deceased President of the DC Board of Governors, who was a leading force in the systematic dismantling of Reno City in Northwest Washington during the 1930s and 1940s, and was instrumental in the displacement of Black residents from this area to create what is now Fort Reno Park;

WHEREAS, in 2021 in response to requests from the community and Congresswoman Eleanor Holmes Norton, NPS administratively removed that name from Reservation 630;

WHEREAS, Georgia Ellard moved to Washington, DC, as she was beginning her life as a wife and mother in an almost entirely segregated city;

WHEREAS, Georgia Ellard began working for the NPS in 1955 as a clerk typist at Fort Dupont, when there were few women or Blacks employed in office positions at NPS;

WHEREAS, Georgia Ellard rose through a series of increasingly responsible administrative positions within the National Park Service, including working in the Eastern Office of Design and Construction, the National Capital Region Personnel Office in the Main Interior Department building, and the Washington Service Center, and became the first female administrative officer for the National Capital Parks Professional Support Office in 1974;

WHEREAS, in February 1974, Georgia Ellard began working as administrative officer for the National Visitor Center in Union Station and helped launch and lead that centerpiece project for NPS in honor of the nation's Bicentennial, rising to be its General Manager;

WHEREAS, Georgia Ellard became Assistant Superintendent of Rock Creek in 1981 and Acting Superintendent in 1983, and later that year was named Superintendent of Rock Creek Park, a position she held until her retirement from NPS in 1988, after 33 years of service to her country;

WHEREAS, Georgia Ellard was the first female Superintendent and the first Black woman to serve as Superintendent of Rock Creek Park;

WHEREAS, Georgia Ellard's accomplishments and contributions to the community, the NPS, the District of Columbia and the United States have not previously been widely honored in the community;

THEREFORE, BE IT RESOLVED THAT ANC 3A urges the National Park Service to name Reservation 630 in honor of Georgia Ellard, and requests that the Mayor and Council of the District of Columbia and the Honorable Eleanor Holmes Norton assist and facilitate this naming.

Whereas, Reservation 630 is part of the National Park Services. Up creek park founded by west of children street and beach drive to the east roden road to the south mano road to the west which is therefore immediately adjacent to amc three ag whereas in nineteen forty eight.

18:42 - ANC 3A

Reservation at six thirty was an ex season president of the d c board of governors who was a leading force in the systematic dismantling of the city in northwest washington during one nine hundred and thousand nine hundred forty seconds and was instrumental. The displacement of black residents from deal mill school whereas in twenty twenty one in response to request for the community and an ac resolution and work of the congresswoman ellen our homes north the national park service at mi.

19:21 - ANC 3A

Greatly removed the name of the Six 3rd and whereas George Ell moved with her husband, and to a rigorously. Secretary of Washington. 19 to Emission Eller, Park Superintendent, Eller began working for the National Park Service as a clerk, typist, and the Park where she was one of the National Park Service or as Commission, whereas Superintendent Heller rose through a series of increasingly responsible administrative positions within the National Park Service. Hey.

20:10 - ANC 3A

Including working in the Eastern and Fez. Office and the washington servier for the national capital parks professional support office in nineteen seventy four whereas in nineteen seventy eight georgia eller was chosen. The Program Manager which park manager for the National Visitor Center created as a centerpiece for the park services, bicentennial education, and visitor programs here in our nation's capital. Whereas Georgia Eller became assistant Super. Of rock creek in nineteen eighty three and later two years later was named superintendent of rock creek park a position she held until her retirement from the national park service in nineteen eighty eight a thirty.

21:11 - ANC 3A

50 years of service to her country. Where is Black women to serve as Superintendent of Rock Creek Farm? Whereas Georgia Eos accomplishments and contributions to the community, the National Park Service, the District of Columbia, and the United States have not previously. Widely honored in this community urges the national park service to name reservation six thirty in honor of georgia eller and request the mayor the council for the District of Columbia and the honorable eleanor holmes norton assist and facilitate.]]]

21:53 - Chair: Thank you, Commissioner Miller. So the resolution is moved. Do I have a 2nd? The motion is seconded. All in favor, say Aye.

Thank you so much to Councilmember Frumin. Perhaps you would like to say a few words. I'm going to spring this on him because in the meantime, I'm going to be looking to correct some Internet issues that we're having here.

We just read the resolution to the National Park Service and to the city and asking that Reservation 630 be renamed in honor of Georgia Ellard. which.

23:05 - Councilmember Frumin: It is wonderful that we are changing the name of that area. And I couldn't think of a more worthy person to name

the area after. I hope NPS will take us up on that proposal going forward. Thank you very much for your service and thank you to the ANC. Thank you for coming.

Commissioner Miller: I guess technically I am the chair now, but I'm gonna step out with Ms. Ellard as far as making arrangements for her Uber and then return. So I guess that would mean the Secretary will preside.

24:30 Commissioner Mladinov: All right, thank you. As we have the Council member here, I want to make sure to mention that Councilmember Frumin is having his 2nd "Work Day in the Ward tomorrow, at Point Chaud, the wonderful little bakery on the corner of Wisconsin and Hall Place in Glover Park. He will be there from 8 am. until 10, greeting constituents, answering questions, and after that through the entire day the staff will be present with other parts of the city government and also the Glover Park Main Street who will be available to answer questions and talk to constituents. So please do avail yourself of that opportunity. It's a great idea which we haven't had before, and I hope lots of people will be there.

25:12 - Councilmember Frumin: It is a great idea. It happens that it's not my idea. Someone came up with this idea. And I thought when she proposed it, we, okay, we'll give it a try. We did our first one at Bread Furst and I got there ten minutes to eight not knowing if anyone would come. Many people came and spoke with me and spoke with members of my staff who can help them on lots of different things. Agencies came and MPD was there. It was a really useful opportunity for us to connect with the agencies.

26:00 - Chair: I got the internet working, I think. Well, actually, Christian, why don't I pick on you again? It sounds like the connection is pretty bad. Is that your experience as well?

26:38 - Christian Piñeiro: Yeah, it started off really well and then the dialogue would get super choppy. So I still kind of hear that now.

26:45 - Chair: So you can hear me fairly clearly, it just cuts up every now and then.

26:52 - Christian Piñeiro: Yeah.

26:54 - Chair: Okay, well, I'm going to say hosting us here for the first time at McLean Gardens Ballroom, we're very lucky to be here and also they have some great technology that we can use. I think the issues that I'm currently experiencing have to do with my own bad tech, so I am at fault for that. We will move to the next item on the agenda. I deeply appreciate everyone's patience with me. Christian, Is this any better?

28:08 - Christian Piñeiro: So far, yes.

28:09 - Chair: Okay, all right. So that being the case, what I will do is we will use this for now until we are able to find an alternative. I might be able to get a better internet connection with a cable and somebody is getting one for me. People are saying this is much better, we will use this for now. I think while I'm doing this, does anybody have Commissioner

announcements that we would like to knock out in that portion of the agenda so that we aren't just watching me set up?

29:03 - Commissioner Mladinov: The Better Bus Initiative comment period ended on Sunday, June 18, and there was a pretty good outpouring of comments from residents in our area about the preliminary draft network maps that WMATA circulated for future bus service. They will as a staff be going through all those comments including the ANC comments, putting together a new version of a network map that reflects the requests and the suggestions that they've been receiving, and also put together some short-term changes to propose to the WMATA Board in the next budget cycle. Those will both be important steps that we want to pay attention to, and there will be comments in both cases, so there will be more updates on that.

There was one other update about a zoning case at 3617 Newark Street that we took up at the last meeting and also discussed at the previous meeting in April. The hearing was held on May 24. The Board of Zoning Adjustment went through issues and concerns that had come up at our meetings, pretty much exactly. There were witnesses from the neighborhood to go through the concerns.

The Board worked their way through them, trying to deal with those concerns, and they came to the conclusion that under the Special Exception regulations, they didn't really have authority to deny the project application because of concerns about things like noise, parking, trash, and so they voted to approve.

There are a couple of other things that are coming up. There is going to be a hearing July 10 in the Council about electric vehicle charging stations, which is going to be very important for people have electric vehicles and need to get them recharged. That is the subject of a bill in Charles Allen's Committee, the Transportation and Environment Committee. If you're interested, check the Council website or ask us and we can provide more information on that.

This is our first time meeting in this beautiful space and this is the first day for this amazing 360° camera called an "Owl" which appeared this morning. It's not ours; it belongs to the ballroom and it's really one of the very special assets for ANC meetings of this kind. We have never used it before. It doesn't speak to us. We have to figure it out.

33:13 - Chair: Well, we'll continue with the ipad for the time being. I think everybody who's here remotely can hear? Cory, could you confirm that? He gives me a thumbs up, so we will take that. All right, the next item on the agenda.

This is why everyone should come in person, you know, I will say. Actually the technology has worked pretty well thus far, you know. ANC 3A has only been in existence for six months. Our first five monthly meetings were all remote, just like this, or rather "hybrid." As Commissioners, we're not remote. We're all present for this one. The thing is, you know, some things you just can't account for.

34:53 - Chair: I would prefer not to be using this laptop. It's quite bad, but hopefully we will make a change to that before too long. But in the meantime, we do what we can. I'm going to go ahead and get into this so that I can see who's trying to talk remotely and we can go there. Let's go ahead with Mr. Peterson's presentation. Mr. Peterson, could you unmute yourself and let's see how loud we hear you through the iPad here?

35:54 - Cory Peterson: Absolutely. Will you give me the opportunity to share?

35:58 - Chair: Yes. Will not be able to see very well for the moment, but I'm trying to correct that. So if you will bear with me I would say give your presentation without the visual aid and then I'm going to work on getting you the capability to share that. We're going ahead and doing so now because at least the people who are connected remotely will be able to see what you're presenting, but right now we can't see it here.

36:32 - Cory Peterson: Sure. It says it's disabled right now. Would you be able to give me permission to share?

Chair: I think I know how to do that, make Mr. Peterson host.

37:00 - Cory Peterson: I've got it to work. I will say you all are very good humored about technology. I would have already been losing more hair than what I have. I just want to say thank you for inviting me back. I am happy to be here again. My name is Cory Peterson, I'm the Assistant Vice President for Community and Government Relations at American University, and I am back to talk about the formal presentation on the Allen and Amy Meltzer Center for Athletic Performance and the Sports Center Annex. I want to quickly just give a thank you and a shout out to Commissioner Del Moral for sitting on our AU Neighborhood Partnership and our steering committee and the work that he does to support AU.

37:58 - Cory Peterson: Am I still coming through okay? I want to double check before I keep moving on. Is this still working? Okay, perfect. All right. I want to make sure I'm doing this all right. I'll cover five things very quickly: Our outreach and communications plan, our latest and final renderings for the project, a little bit around the noise mitigation and the study that we did regarding impacts of the project, a little information regarding the exterior lighting study that we did and our mitigation techniques there.

38:33 - Cory Peterson: Lastly, some updated renderings for the enhancements that we plan along the vegetative buffer along University Avenue. And this will go very quickly.

So this is our engagement and timeline that we had for this project. As you can tell, we've been going at this since December with many meetings, including a couple of information forums, the town hall with the university president on the American University campus and here presenting to you. You're our last ANC.

39:00 - Cory Peterson: We've already gone through ANC 3D, and ANC 3E, and now we're at 3A. We do have one more facilities working group meeting next

week, and then we expect our Zoning Commission hearing on July 6. Just for some context. So folks know, this is Sites 3 and 5 in AU's campus plan. This [slide] is taken directly from it. You can see where that's at. This is just a different view. So you can see the buildings as well as the health and wellness court. And again, I mentioned that we'll have some pretty renderings here.

39:34 - Cory Peterson: So this [slide] is a one of the renderings from the new plaza that will be created. You can see the bridge on the right will be the Sports Center Annex, on the left will be the Meltzer Center for Athletic Performance. Here's a view from Reeves Field. You'll notice on the far right the AU logo, that would be Bender Arena sort of center for where we're at. And then if you were standing at the edge of the property line looking towards the Meltzer Center, here's the Health and Wellness Court.

40:03 - Cory Peterson: As it relates to sound, the Facilities Planning Working Group did an extensive sound study to take a look at the HVAC unit that would be on top of the building as well as the generator. What we did is we commissioned this study and basically the end of it what you're seeing here [slide] is the sound in decibels as it radiates out from the top of the building. We did construct a wall that will be on top of it with some acoustical equipment that will make that less but we're estimating between 45 and 50 db at University Avenue at the [edge of the] property.

40:40 - Cory Peterson: One of the things I should have mentioned is the sound study didn't take into consideration the berm which rises at the end of our property line and then goes down to University Avenue as well as any of the vegetative buffer that's there so this would be a clean line of sight all the way to the property line and you can see here, based on what DC regs are, we're anticipating between 45 and 50 [decibels]. Normal talking would be about 60 decibels so we're well within what we hope to be a normal urban neighborhood with one exception. We do have an emergency generator that'll be on the roof and so given an unplanned power outage that would probably be the only time where we might exceed this but we [[can want to make note]] that.

41:29 - Cory Peterson: Again, these are the key findings of the noise study. I've mentioned these already, but we also don't anticipate any noticeable difference in noise between the first or second level. As we look at exterior lighting, the working group was really looking at how we can address public safety. That was their first and foremost goal. And then also wanting to enhance the character but limit the light trespass in the sky. We did talk a lot about the color lighting and we ended up on where we're going to be warm in lighting and provide energy code controls to dim the exterior luminaries as possible, especially after midnight. So this is a rendering [slide] of what it will look like from an aerial view. You'll notice the service road there and the bridge connecting the Sports Center Annex and the Meltzer Center, that'll be most lit up because of vehicular traffic, as well as where we'll have some bike racks for some temporary bike storage. And then the aerial view, if you're looking it in terms foot candles, this is a very technical sort of term, but you can see the brightest again being right along that service road and where the

Health and Wellness is, and the path leading to the university gates being much dimmer.

42:41 - Cory Peterson: And then lastly, we want to take a look at the vegetative buffer. And one of the things that we did is we went to each property along University Avenue and Quebec and we took a picture and we sort of looked back at the university and then we also did the same thing looking back from the university to University Avenue. So what you're seeing here [slide], the first two properties closest to Quebec Street and University. On this picture on the left here [slide] would be the current conditions, what it was like this winter. This [slide] is what would it look like once we put in some additional plantings on each side and then five to seven years out, giving you an example of what that looks like from University Avenue.

43:20 - Cory Peterson: If you flip it and look back from campus looking out to University Avenue, you'll also see the same thing [slide], to show current conditions from the winter, what it will look like with the additional plantings and then five to seven years out. And with that, I told you I would be quick and brief and I'll stop sharing and see if there are any questions I can take.

43:48 - Chair: Thank you, Mr. Peterson. Could you just transfer the host to me?

44:09 - Cory Peterson: Yes, right back to you.

44:21 - Chair: All right? Now I'm going to look at the participants list to see if anybody from the 2nd District is on here. I do not see anybody from the 2nd District on here, so I'll excise the MPD Report for this evening. The next item on the agenda is to hear from DDOT.

44:59 - Cory Peterson: Commissioner, can I interrupt?

45:01 - Chair: Yes.

45:01 - Cory Peterson: In the meeting chat, there's a question related to the project and I want to make sure that I'm addressing that. Ms. Mendoza had said I used the term light trespass on the sky and wanted to know if that's referring to light pollution and if so, could I speak a bit more on how we will mitigate additional light pollution? And that's a great question. So all of our lighting is designed to point down and especially if I brought back up the presentation, you would see where we had the foot candles and the little path lighting. So a lot of that lighting is going to be at hip level or lower and that way it's really only illuminating where the walking path needs to be as opposed to something that's, you know, say 12 or 15 ft high, like you would find on a city street. That's one of the techniques that we're doing along the pathways. Probably the brightest lights that you're going to see are going to be during the main entrance and exit to the building, and that will also have, for lack of better words, an overhang. And there'll be lighting that will be shining down on it and not up, and I hope that helps answer that question.

46:23 - Commissioner Mladinov: Are there steps that other ANC's or other groups are taking before the hearing to express a position on your proposed projects? Is that part of the process?

46:42 - Cory Peterson: That's a great question that we talked about the last time I was here. ANC 3D and 3E are parties to our campus plan and so both needed to take a position and pass a resolution supporting or not supporting and what their findings were and so both ANC 3D and 3E have passed positive resolutions and supported the project and if so moved if 3A wanted to do a resolution and submit that, we would welcome that resolution being submitted at the Zoning Commission.

47:16 - Chair: Thank you so much, Mr. Peterson. We will now move on, if there are no other questions for Mr. Peterson. I do not see any in the chat, so thank you very much.

47:49 - Cory Peterson: Thanks, Commissioners. I appreciate it.

47:51 - Chair: Thank you all right, Mr. Christi If you could go ahead and unmute yourself all, I will spot like you so that we can see you on the Tv there.

48:07 - Christian Piñeiro: Wonderful. Thank you. I will see if I can share my screen as well. Can everyone see my screen, or I guess those online?

48:45 - Chair: Yes.

48:46 - Christian Piñeiro: Thank you so much. Good evening Commissioners. It's great to see everyone in in-person hybrid setting, since I started. So this is a different change for myself, and I also want to extend my thanks to Commissioner Mladinov for inviting me to the meeting, and Chairperson Bradley-Lewis for overseeing the ANC. My name is Christian Piñeiro. For those who don't know, I'm the Senior Community Engagement Specialist for Ward Three at DDOT, and I am going to present to you some changes in our traffic safety input program that we initiated back in January.

49:25 - Christian Piñeiro: I know traffic safety has been a hot topic for not just 3A, but the community as a whole. So I'll try to be as brief as I can. A little bit of an overview: There's been several iterations of our traffic safety process in the last few years. For those who might be familiar, in 2019 we had the traffic safety assessment or TSA process. Residents could put in traffic safety requests through our petition process along with a TSI questionnaire and an ANC endorsement so there were multiple layers to get traffic safety related questions through the queue. We realized that this often created delays across the board and across the city so in 2021 we transitioned to what is our traffic safety investigation or TSI 1.0 process as we like to call it, which simplified things. We eliminated the questionnaire, we eliminated the endorsement letter, and we actually saw a lot of great positive change with more requests coming in. It was first come first served; however, that also led to a variety of other problems and delays and whatnot, as our capacity ended up kind of reaching an endpoint. So this past year, at the beginning of 2023, we transitioned to TSI 2.0 where we replaced "investigation" with

"input" [in the acronym]. I'll go a little bit into detail as to why that is and what makes this process different. TSI 2.0 improves a lot from the past system that we had prior to this. We had residents bringing up a lot of inquiries about things that were more than just safety.

51:14 - Christian Piñeiro: There are systems in place so we can actually get the things through the queue. And as you can see from the right in that bar graph [slide], it gives a pretty good representation of the amount of requests that were put in through TSI 1.0 versus the amount of fatalities and traffic-related concerns in each respective ward. So as you can see Wards 5, 7 and 8 generally have a higher amount of fatalities and not necessarily an equal representative number of TSIs.

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51:49 - Christian Piñeiro: And then of course you see in Ward 3, it's the opposite; there are a lot more TSIs being put in, where generally the ward itself has a relatively low number of crashes. So we wanted to make sure we're being equitable across the city. It's our mission at DDOT to make sure safety is a priority across the board and that we are making sure that it's being assessed properly citywide, that there's no kind of different favors or different actions being brought to different wards. And so we've moved to this more equitable process [slide] which is actually part of this larger, more robust pie of different areas.

Some of the feedback we've gotten from TSI 1.0 was that because it was a first come first serve approach, there was no methodology for prioritization. We got a lot of requests where citizens were asking for TSIs for areas that our team recognized were not of a high need. We were oversaturating the system and putting in resources all across the city in areas that didn't necessarily meet the criteria of critical need. So with our push toward Vision Zero and with our push toward safety first, we realized that was an antiquated system that needed changing. We had the Traffic Safety Improvement Program, protected bicycle lanes, Safe to School, and so essentially we have all these different programs and all these different projects and we recognize that TSI needs to be one of all those areas and within that there's going to be multiple criteria as well. There's also a commitment that we have to do at least 800 locations per year. I'll go into a little bit more of what those details are as well.

54:12 - Christian Piñeiro: We have changed the way we refer to requests, from "Traffic Safety Investigations" to "Traffic Safety Inputs," echoing that residents are letting us know about a concern as opposed to requesting a change. They're providing their input for our engineers to be aware of the issues and then the engineers can press forward with the requisite changes. So what hasn't changed? There actually are some elements that we have kept in the previous process. Obviously, we still maintain accessibility. We've improved transparency with the dashboard that we do have. We also maintain the same level of operational performance.

The new process gives us a little bit of bandwidth, a bit of wiggle room from our engineers to prioritize correctly, so we're not looking at one area more than the other or vice versa. It keeps us on track and accountable as an agency working for the public. And the public can use that as a tool to see where things are on their end as well. So it's

definitely about increased performance and a strategic way of looking at things.

This is a useful chart [slide] that our engineers put together. That looks at what is incorporated within this prioritization model. There are two rings. The outer ring shows the details of the inner ring. There are five different criteria that they look at for prioritizing, including roadway characteristics, crash patterns, Vision zero high injury network equity, and the vulnerable roadway users' trip generators. Of those different colors, they're broken down into different subsets so, for example, under roadway characteristics we'll look at traffic control, we'll look at how wide the lanes are for maximum capacity, we'll look at the angle geometrics. In equity we look at income, disability, the ethnic backgrounds of the community, making sure that there's equal representation. And then for the trip generators, we look at schools, the pedestrian master plan, bike facilities, senior centers where those play a role. If there's a request that meets most of these criteria, it will be in a higher ranking in the selection process.

In addition to these different categories we have for TSI 2.0, we also have a "bundling" process that our team has begun to look at if there's one intersection of high priority or high significance, where there could be multiple TSIs for different items. So if you have a TSI that's looking at speed and requesting a speed hump, but there's also a TSI that was submitted maybe three or four months ago that talked about parking issues and sightline challenges, and then there was another one for all-way STOP signs, we'll incorporate that in our dashboard into one TSI location. So there are not multiple different requests just floating around and kind of oversaturating the map, oversaturating the process. That allows us to look holistically at an intersection. Our engineers can look at multiple different outcomes, they can look at multiple different potential changes or mitigations, whether that is a speed hump, whether that's some kind of right turn calming, whether that's a speed camera. So that gives them a little bit more wiggle room to see what their expertise says based on the dynamics of the particular requests that could be needed. This is a game changer for us and we think it will help with the community, really pushing us as an agency over the last couple of years to be a little bit more forward thinking, holistic, flexible with requests.

This chart [slide] is a little wonky. I apologize, I think the formatting got a little messed up, but this is essentially what the process would be when you submit a 311 request. They'll all be [officially] "closed" immediately. You'll get a notice within probably a couple minutes, or within the hour, saying that the request is closed. That means it's been housed into our system and then there are various inspection forms that go into that depending on the request. The top 200 would be selected and investigated by the engineers every quarter. That would be January, April, July, and October.

When the engineers perform their inspections, they'll assign the work orders as needed, which is our internal documentation like a blueprint that has the details of where a traffic sign should be, or how many feet between speed humps. It's a very specific document and that goes to our

field operations branch or our contractors so whatever work is being done can get scheduled for the next quarter for installation.

I'll give a little bit more of a breakdown of what these 200 locations [per quarter] consist of. There's this process we have that kind of breaks it down between the top 10 [locations] per ward and then the top 120 requests from the entire District, so as an agency we make sure that there's at least representation in every ward of the city because we know that's an important element. No matter what else happens in each quarter, every ward gets at least 10 requests that filter into that prioritization system, can be scoped and evaluated for the next set. And then within the wards, the rest of the requests are going to be from a gamut based on the prioritization system, which is data looking at the relationships to schools, looking at the equity components.

Those are broken down by different road types, so 80% of the 10 [locations] for the ward will be on collectors or local streets, 20% will be on arterials. That is also a big game changer because we never really looked at traffic safety from arterial roads before. Now we allow that to be a factor for us. It's the same with the 120 [locations] from all wards: 80% of those are going to be on collectors or local roads, 20% from arterials.

There will be some disproportionality between different wards, of course, from the equity component. There are going to be some areas of higher need. Fortunately for Ward 3, it's actually a good thing that there's not a lot of crash history or significant hazards in relation to the city because of the significant investments that we've been able to do in the last couple years within the ward.

To get to the DDOT dashboard showing the Traffic Safety Investigations on a map, you can either just search for "DDOT TSI" and it's one of the first things that comes up, or use the URLs for the dashboard on this slide. This [slide] is a screenshot of how this dashboard looks on the public side. You see on the top there are four different tabs that you can look at.

Walking through tab by tab, you can look at TSIs "Under investigation." On that tab, the dashboard shows the TSIs for the current quarter. We recently had our last round of locations that were released in April so on the chart that you will see, the little markers in each ward will be the areas identified for evaluation that are the highest critical need across the city and in those wards. Using the red box to the top right, you can filter the display by ward, by ANC, by SMD, and you can also filter by 311 service request number. That allows a resident or Commissioner or whoever is interested to get to a very granular piece. It's not completely detailed; you'll get a request that says traffic safety or speed calming, but you won't get the exact elements. You see the name of the person who submitted the request and the date it was put in. There are some elements you still won't know, but it's a lot better than what we had before where requests kind of went into this black hole and no one really knew what was happening.

When you go through all those different tabs, the other most important one is TSIs "for Future Consideration" which is the last tab on the right. This essentially will show every single traffic safety input that has been submitted mostly since January 6 when we launched it but there will be some grandfathered in from previous months prior to January 2023 which I'm still working closely with my team and our engineers to see how much and how far back we can go. You can see what's already in the system but there have been some kind of technical issues with some things not populating and that's something that we're working on to get our interface working better. But this essentially would give you an idea of what requests are in the system and basically it's what the prioritization model is currently filtering through in each quarter, to determine which ones are of the highest need.

1:04:15 - Christian Piñeiro: It's a pretty fascinating program. I'll let that marinate for a little bit. I know there are probably a lot of questions, so I just wanted to leave it off for there and we can continue.

1:04:28 - Chair: Questions. I'll take a question from Jeremy and then I'll have the next question.

Commissioner Del Moral: Thanks for the presentation. One of the initial slides was showing a number of fatalities and one thing that jumped out to me was the highest fatalities. Being a data person, I want to ask: Are you filtering for intoxication or time when these incidents are occurring? Because if you are, you might be over concluding on the data, right? You might be saying there's more fatalities in one ward, but are those linked to drinking in excess? So we might still have an issue in Ward 3 because what we have here is more open roads, higher speeds and younger children on the street. So I'm just curious if the data tie into what's really going on, because there are things that could have been prevented by the person or by the driver for what was happening. And with Ward 3, I think what a lot of us are concerned for is actually like children and activities in daytime hours. Like the normal, it's truly dangerous because the speed is very high.

1:06:21 - Christian Piñeiro: Thank you, Commission for that question. It's certainly something I've gotten in the past. I think the model is useful for the objective factors, but it doesn't account for near misses, it doesn't account for if a driver was under the influence. We do coordinate with MPD on what crash history is, if there are significant injuries or fatalities associated with a particular crash, but those elements, like near misses, like intoxication, they're difficult for us to tabulate because they could either not be reported to MPD, or they might not be identified in our system. Sometimes people go into some kind of collision or someone drives off and there's no way for MPD to actually get that information. It's really concrete with what the facts are from what data we get, both from our Vision Zero team and MPD. There is a possibility that some of these numbers will be a couple percentage points off, but for the most part it still speaks that the broad scope of the concerns across the entire city from the fatalities versus number of TSIs still shows that there was a component for us to restructure the system to make it a little bit more fluid.

1:07:33 - Christian Piñeiro: And you know, it's not a perfect system. I think we're just trying to find ways that we can keep making iterations. But I think this is a good general base for us to look at and compare to other elements in areas that probably need additional help. We use this as a way for us to structure the data with the resources we have in a resource-thin agency. DC government in general is all about budgets, right? So we want to maximize the use we have for that. But that's definitely something I can bring up to the team in terms of what other elements we can add to that mix. But they're difficult to really quantify.

1:08:10 - Commissioner Del Moral: Fair enough, I'd say even on the most basic level, you add a filter --time. I think that can add insight so if most of your accidents are happening between the hours of midnight and 4 am, that should give you some insight as to what's happening. Is your work put in that ward justified? Because then the concern is like, well should we just have more police there to make sure intoxicated people aren't driving, to make sure people are on the streets in a safe manner? I'm not saying that that's what's happening, but it's just something to think about. If we're looking at the wrong number about the details, I think it's easy to [[miss, undo, confuse] what you're trying to accomplish.

Question from Zoom participant: Thank you. I have a specific request on 39th Street. Obviously the City Ridge development has changed the traffic in this area. In particular, there's a lot of traffic going to and from City Ridge Street, which goes through our residential area. We see a lot of high speed traffic, and we're very concerned about that. And for traffic, speed, sidewalks, there's a lot. There's a lot of kids in the neighborhood. We're very afraid. I don't know if you have our request or not. It's difficult to determine where that is in the queue, if it has been assessed, what's the next step? I guess we're just hoping you could address that specifically.

Chair: Christian if I could piggyback on that, we submitted a number of requests, McLean Gardens submitted a number of requests in December requesting traffic calming measures, most of them or I shouldn't say most but many of them having to do with the change in traffic patterns resulting from the opening of the City Ridge. Christian, speaking to that specifically, you had mentioned bundling. Is that something that DDDOT is doing for something like the McLean Gardens with this specific situation proactively, or is that something that we need to, as a Community or as a Commission, effectively articulate and assist DDOT so that they can recognize the issues in concert that we're facing here?

1:11:15 - Christian Piñeiro: Certainly and I'm actually very familiar with some of the concerns. I actually joined the community on a walk. Actually you were there, Commissioner. What was it, back in October, right before we did the transition to [TSI] 2.0 so I definitely hear you and know the concerns. I'm very responsive to that. With the particular request, if I heard the question correctly, the bundling process does not get initiated until a particular location is actually chosen through the prioritization model. So to answer your question, it's not something we're proactively doing but I neglected to share that we -- my team and I -- are working closely to see how else we can amplify some of the community interests.

1:12:00 - Christian Piñeiro: And what we've done in the past for some other locations is attach resolutions to particular TSIs in the dashboard and then notify the respective engineer who would eventually get that location that, just flagging for your attention, this is a location that has been identified, that's been in the system and in addition there's a resolution where the community has actually favored these changes. So I actually proactively have done that for the McLean Gardens area because I know I've worked closely with [[Marta] on some of those areas.

1:12:34 - Christian Piñeiro: It's not a one hundred percent guarantee that it'll populate in the next quarter because we still are very focused on the prioritization model running its course but that does give a little bit of leverage. At least what we're trying to do is get a little bit of leverage from the community to add that to the mix so you know with bundling a location can actually be selected, it can be chosen.

1:12:59 - Councilmember Frumin: I just happen to be here for a different thing. Christian, and listening to your presentation, I have two comments and then one question. My main comment is, the office has been so delighted with the work that Christian has done. He is really responsive and we are very, very fortunate to have him in this position helping us here. In Ward 3, there are all kinds of challenges with this TSI system. But we could not do better than to have Christian in place.

1:13:40 - An observation on the model, looking at where there are crashes. It is a very interesting phenomenon that you're talking about where there's a significant change in conditions so there wouldn't be data about crashes, but there'd be every reason to believe that there was a reasonable fear that there might be crashes in the future. It sounds like you're trying to accommodate that by the resolution approach that you're talking about. But the point about late night, you know, the difference between late night crashes and midday crashes is real. This idea of changed circumstances is real, and no model is perfect. But working to try to tinker with the model or accommodate what might be shortcomings in the model and the way that you've suggested on the resolution side, I think is healthy.

My question and I've gotten an answer to this question before, but I'm going to try it again and hope for a different answer. On the pie chart, it showed safe routes to school as a blue slice of pie that is different than the TSI program, the red slice of pie.

And then there's another [slide] with the inner ring and the outer ring. Maybe you can go to that. School is part of the blue slice in the prioritization around vulnerable trips. If a request qualifies as a Safe Routes to School request, going back to the other pie chart, does it go in the blue slice or is it still in the red TSI slice? Fundamentally, can we get around constrained limitations of the TSI system and the allocations by qualifying as the Safe Routes to Schools?

1:15:55 - Christian Piñeiro: Certainly, Councilmember. I'm so happy that you were able to attend and very humbled by your words. Working with Ward 3, it's been an honor to work with your office as well. Currently as it

stands, it's going to be a very nuanced response only because we're currently in the process of revamping our Safe Routes to School program in house where we're actually building the team. We're growing the team. It's kind of merging with our active transportation branch, so there's going to be a lot of positional changes. Now we're actually working and coordinating with the Safe Routes of School team to see how we can amplify that in the TSI system. You are correct, schools are a component within the model, as you see in this particular photo [slide], which is a factor within that. But even though a request can be put in next to a school, adjacent to a school, as part of a school in general, it will still filter out to our Safe Routes to School unit. But what we're trying to do is consolidate that, so they're one. So I think that's an ongoing conversation especially I'll talk to Amy [Sinnenberg of Councilmember Frumin's office] as things move and develop on your side and then of course the public when we can. But I think that's something that we've highlighted. I remember you had that question when we first met with you a couple months ago and so that's something we really want to enhance. Because right now there's not really an input and output that goes directly into the circuits. It's kind of a two system at this moment, but we definitely appreciate that feedback.

1:17:30 - Councilmember Frumin: A follow up to that: If there are 800 TSI requests that get processed, if you merge Safe Routes to School with TSI 2.0, is there hope that that number could go up higher than 800 if it's capturing the two things?

1:17:53 - Christian Piñeiro: I have to defer to my engineers for that particular question. The answer I guess would be there actually is a possibility we could increase to 800 just by doing TSI without Safe Routes to School so it depends. Specifically with that bundling effort that we talked about earlier, if there is an issue at a school that's also ancillary to a regular TSI, that could also be part of that system. I just don't know if/how much that will increase the capacity that we have and the outputs that we have. But I can certainly work to see what that would look like if that were to be a possibility. But I'll just close out by saying we really love the work that you've been doing, and would love to see you in a position to do more. Thank you, Councilmember Member Frumin.

Chair: I'm going to take three more questions, So I have two here in the room, but I also have one in the chat. I'll do the one in the chat, and I'll take the two remaining in the room, and then we'll have to move on to the next item on the agenda. Christian, can you see Martin's question for you in the Chat. I think it should be a pretty easy clarification.

1:19:09 - Christian Piñeiro: I do. Do you want me to it aloud for those who can't see it?

1:19:13 - Chair: Yes, please.

1:19:15 - Christian Piñeiro: Okay, Marta said, "I'm not sure if I missed the answer to this, but are the TSIs ranked based on how many categories they fit into or are they weighted in some other way?" So it's kind two fold: They are based on the categories, if you mean categories as in criteria, like how that's fit into the mold. But within those categories,

there are also weights to them. We have on our DDOT TSI website a document we have that goes through the particular percentage points of what those categories are. I think crash history is about 20%, equity is about 10% or so, give or take a couple percentage points, but it does outline that focus as well, so it is kind twofold.

1:20:06 - Chair: Thank you, Christian. We have one question.

Christian, is Kathy Thomas. I went on that walk with you. We pointed out that there are no crosswalks on 39th Street between City Ridge and Newark Street. There are still no crosswalks on the street between city Ridge and Newark Street. I realize that they are not of the magnitude of the funneling thing. There's also a problem with a STOP sign being hidden by a tree and if they trim the tree, that doesn't make any difference because you still can't see the STOP sign. How do we deal with those issues?

1:20:48 - Christian Piñeiro: There's a multiple prong approach, with those types of questions. You can just reach out to me directly. I am able to work within the divisions whether it's our Urban Forestry, if they needed to do more trimming, or if they need to do additional things from the traffic safety side. Ideally, the one-size-fits-all solution right now is to put it [into the 311 system] as a TSI. The caveat, of course, as I mentioned, is that it has to be selected in the prioritization model, which you know in some locations in Ward 3 would take probably a couple years for that to actually filter through.

But I'm always happy to see what I can do in my arsenal, in our toolbox. It's not just our team, but the other divisions as well, to see what potential mitigating actions we can do in the interim, whether that's maybe striping, maybe working with some other agencies like DPW to do greater parking enforcement to improve sight lines. So I'm happy to engage in that manner to see what can be done.

1:21:49 - Chair: Thank you. Let me unload. I felt like what our councilmember was talking about in a sense was priorities and priorities versus data. Does it fit into more than one category? It doesn't show me any sense of priority. What's more important, schools or in Georgetown, where people are drunk? There has to be a sense that if I file a complaint about people running a STOP sign in my neighborhood, which I absolutely hate and is dangerous to pedestrians . . . But it's not as dangerous, it's going to be way down on the list of anybody's priorities. And that was something that I was missing from this presentation and maybe it went totally over my head. That's possible. Anyway, thank you.

1:22:55 - Christian Piñeiro: I definitely appreciate that. I know it can be troubling to hear, at least from our end. It's been quite the roller coaster in my position to kind of share both the good and bad of this new system and how it relates specifically to Ward 3. I'm in constant conversations with multiple entities within our division and of course with Council as well, about how we can strategize this better, be more flexible. It is an iterative approach. It will take a couple of extra tweaks to the system to see what we can do. I just know that our engineers in the Safety Division are very adamant on a data-driven outcome approach, and that is because the data doesn't lie. The data does not show any

abnormalities outside of what is currently the facts of that particular street and what the casualties and the data says about how dangerous it is. And so I understand from a public relations and external affairs position like mine that that's just one element within the basket. So merging both has definitely been a challenge, but I know that's something that we're working toward as an agency, to find this happy medium, to make sure that we're not eliminating the really low, out of the way locations that are still causing concern for the residents who have that lived experience.

And I think that's something that I want to make sure I'm bringing to our leadership as well, to recognize that while we are focusing on the high priority areas, certain neighborhoods and certain streets do have their own kind of identity and enclaves of how they operate. And so that's something that I want to bring more to our team, and I appreciate your feedback about that as well.

1:24:35 - Chair: Thank you, Christian. We look forward to continuing to work with you. We'll continue to work with the Councilmember's office and give voice to the community so that, like you said, we can all do our best to improve on this process. Thank you, Christian. If you could return posting to the iPad, you should see the iPad there on the Participants list and then click to make me host.

1:25:17 - Christian Piñeiro: Okay, I see. Perfect, I'll also go ahead and put my contact information in the chat for those you don't have it. Thank you for having me. I hope I didn't take too much of the evening. Feel free reach out for any other questions you have.

1:25:32 - Commissioner Mladinov: If you can stay on a little bit for the next issue, Christian.

Chair: Thank you, Christian. The next item on the agenda is to introduce and move the letter to DDOT about the scooter corral on Fulton Street west of Wisconsin Avenue NW. I'll ask to propose a motion.

Commissioner Mladinov: It was two meetings ago that Erik Metzroth came to the ANC meeting in April and let us know that there had been a scooter corral installed very close to the corner of Fulton Street and Wisconsin. That had not been a parking space but open road space along the curb on the south side. That day there were white poles installed outlining that area so where vehicles have been able to pull to the right to that curb on the south side of Fulton in order to make room for other vehicles to enter that very narrow roadway on Fulton west of Wisconsin, they were not able to move any longer because of the white poles. Erik had spoken to the worker who was there at the site and he said they were for a scooter corral. A lot of times people think white poles near intersections are for safety but this was for a scooter corral. So we quickly pursued that. I talked to Christian and he checked into it and said there had been a 311 request for a scooter corral at that intersection to serve users who are in the apartment buildings particularly along that stretch of Wisconsin, on the west side.

It happened that there also had been a Traffic Safety Investigation request in 2022, early 2022, because of narrowness of that roadway, asking to remove parking spaces on the north side of Fulton to create more space for vehicles so that it wasn't so dangerous for two cars to try to pass on that very narrow roadway. That TSI was held up in the process [that Christian described]. The request for the scooter corral was able to be implemented instantly because there was no requirement for notice or public comment. DDOT did get public comment because there were quite a few residents near that area who pointed out the same thing Erik mentioned, including the neighbors who have requested that the parking spaces be removed theory on the north side of Fulton and other neighbors who noticed how the corral is affecting the roadway and creating danger for pedestrians trying to cross the crosswalk and vehicles entering and backing up into Wisconsin, creating more danger from collisions. So we did speak several times with people in the apartment house in ANC 3A at that intersection, and we also were in touch with the DDOT Deputy Director, Sharon Kershbaum, who very graciously paid attention to the comments. And over the weeks there was quite bit of discussion and suggestions of alternative locations of the scooter corral, In the course of that, the Deputy Director offered to have the scooter corral moved from the current location and then put out a notice of intent about installing the scooter corral in a different location near that same intersection, probably by removing an existing parking space rather than taking that [roadway space at the intersection].

1:29:42 - ANC 3A

That is where it stands right now. We informally communicated with DDOT that sounded like a really good step, and we were assured that the scooter corral will be removed soon, and DDOT will move quickly on getting that notice issued. It is not again part of the TSI 2.0 process because it's not considered a safety improvement. It's considered a mobility issue whereas it's a safety issue where the residents submitted a TSI for removing the parking spaces on the north side of Fulton, which continues to languish in the queue for TSI 2.0. We hope that it will come out at some point but in the meantime, we have a promise of some change.

That's what our letter is designed to do, to back up the informal communication that we have made with Deputy Director Kershbaum and put in writing from the Commission that we support the removal of the scooter corral from the current location for safety reasons and look forward to a notice and comment period about alternate locations.

1:30 - Chair: Thank you, Commissioner Mladinov. Knowing that it is such an important issue to you, Mr. Metzroth, do you have any questions or comments at this time.

1:31 - Erik Metzroth: I prepared a quick diary of what happened. Real quick, I wanted address something that happened 5 minutes ago with the gentleman. A simple request was made to ask to get the STOP sign over slightly move so that safety would take place. All this talk about safety, but you won't even do that. It's just pushed off to the abyss way into the future, because of this adherence to data, blah, blah. Just move the STOP side is what I think. I would imagine most people in this room agree with me on something like that. Your second request is equally important but

tougher because you have to involve speed humps, blah, blah. STOP sign moving is super easy.

1:31:52 The reason why I bring that up is because it's indicative of what's happening here. It's like they're such low hanging fruit and I feel like they're channeling Alan Iverson here, for those who follow basketball, and his most famous press conference was insane. We're talking about practice over and over.

We're talking about the scooter corral that they [DDOT] chose to put in the street instead of put it in the tree box, or why does it even need to exist? Or if these people in these buildings are really talking about a broad need for parking scooters there, why do they still park the scooters on the sidewalk right next to the corral, like we predicted?

1:32:44 - Before this issue, I've never felt the need to attend an ANC. At this point, I kind of wish I never did. Let me give you a play-by-play of what's happened since mid-April when I saw the work starting. Some of this is stuff that I can just read. I love Ann, so if this gets a little bunky, I apologize. This isn't anything about her, it's about the process. I saw the plastic poles installed that day and came to the ANC meeting and shared the photos pre-meeting with everyone that was there.

1:33:24 - Everyone agreed that putting this scooter corral anywhere else would be better. The Mayor's MOCR representative happened to be there too and we talked. He said to me at the April meeting that he would ask DDOT but he said that I probably wouldn't like the answer. That was before anything even was talked about in the meeting. It was just so weird. I presented my case. Still no one in the room was making a defense of the scooter corral. We were all on the same page.

1:33:58 - I was told that T would be notified that maybe a walk-through would occur. I begged for the DDOT not to install the metal poles while we sorted everything out. But they put the plastic poles up, and then they were going to put in the metal [U-shaped racks]. Let's see at the end of April I was informed Christian hadn't known [about the scooter corral going in] but the holes [for the metal racks]. I was concerned that the metal racks would still would be going in, and Christian said he would check on that, and of course that didn't happen. All of a sudden, there they were. The process matters. I was told there are too many people to figure it out [and get the work order turned around].

1:34:38 - DDOT doesn't have to tell [anyone] what you said, they don't need to tell the public what they're doing because they found a loophole on what they need to share. Does that sound American to you? I don't think so. It sounds like authoritarianism. Furthermore, there is no need. The ANC spoke with residents in the apartment building, like Ann says, the people DDOT said they were putting the scooter racks there for. And the residents of that apartment building said that the location of the scooter corral is the opposite of what they want.

1:35:20 - So even the people that this is supposedly for don't like it. Why did we put it? I reiterated my plea to not install the metal bars so it would be easier to move the plastic poles. But eventually they did the

right thing, maybe since I asked. I think the whole is wrong, and see we should go to the mat. I suggested put the scooter corral on 38th Street as a relocation; that way, they could still do their thing but it wouldn't hurt anyone because that is a dead end street. We were told that that was one of the two that they were considering. For whatever reason, DDOT refused to consider the other choices that we had suggested, because the poles tend to get hit by drivers and the poles that are there now will get hit by drivers because people are trying to make it through the right space right there. Again. The tree box [option] just never happens and never would be discussed. I don't know why because Jeremy noted in April that there was one of Massachusetts, which I think they took away the last week, but it's been there for months. So why is this different?

Two days after the 19th, they installed the upside down metal U's. I asked all the agencies to reply by email. Unfortunately, they're free to do what they've chosen to do. I'm not sure why but whatever. [People] still agreed that my 38th Street idea was totally possible to do. We were told that the deputy director was the person that we should probably go through. I was told that Christian is basically somebody with no authority and that his supervisor is even less helpful.

I asked again for the other [location], reiterating that a better location is on the dead end street and all of a sudden that option is gone and the only one they're now considering is literally [gesturing with his hands] I'm not joking. They're moving it that far. That's what they're doing. They're moving one space to move it that far. So it's not really [different from the current location]. Just put it on the dead end street. What is the need for it? Zero. The right question is, will you guys amend your letter today to re-include 38th Street NW instead of letting them get away with this insanity, if they only want to move it that far?

1:38:39 - Chair: Thank you, Erik. So I'm going to cut to the chase. I think the best way to go about this is to lay out exactly what we have before us at this point in time and what we need to do. The option that was provided to us was to move the white poles out of the current location. So I'm not sure where they are in that process. Christian, maybe you can speak to that. But in the moment that's immaterial; they're removing the scooter corral from that location.

1:39:18 - In order for DDOT to put it anywhere near where there is currently apartment space, that space like you said, is immediately adjacent to where it's currently located or where it was located, which is a parking space. And in order to take that parking space, they have to issue a notice of their intent and they have to allow for public comment, which means everybody has the opportunity to say no, and tell them don't put it there. At that juncture, the public's mission is to take a position on that. And I think we have every right and should take a position on that. And you and anybody else in that neighborhood has just as much right to communicate what you think is an unacceptable location," in that part of the process or "No, we don't want it in the proposed position." Because in that moment it's not a public comment period for where else would we put this? It's purely for answering should DDOT take away this street parking for the purpose of this [proposed scooter corral]. I want to make that abundantly clear.

1:40:36 - That process now involves the removal of the existing food of morale and the public's opportunity to speak specifically to where DDDOT is proposing to install that facility. That is where we are now. Following that public comment period, if that public comment period results in DDOT determining that it will not install a scooter corral [in the new proposed] location, maybe at that point they may come back to us or they may determine that they want to attempt to install it elsewhere. But in my mind in that eventuality, we would not have a scooter corral where it currently stands, nor would we have it a few feet to the west in the street parking space. It would be in neither of those locations.

We can communicate with DDOT as a community and also as a Commission about all of the options that you and your neighbors and that we have given voice to. But the important thing is there's no scooter corral anywhere around there while we're doing that. At this juncture, that is where things stand, and that's what this letter is about. This is about what we do with the situation based on the information from you and other members.

1:42:25 - Erik Metzroth: My only fears are that [the city] would totally ignore us, because in April we also started talking about some adjustment for the house [proposing an addition on Newark Street] that ended up [approved by BZA] last month. You guys took a [resolution] on it [taking no position] and then we heard today it got the zoning approval. It was just like, even though they're clearly making it into [a bigger space than is allowed by zoning], they're putting the kitchen outside to get around the technicality there. And then what ends up is literally nobody supported that [but] it's still happening because of gridlock. So my concern here is that they're just going to do what they want.

Do your letter how you want but maybe behind scenes or whatever this gentleman Christian can do, just realize they could just put it on 38th Street in the dead end; it's not going to affect more than like one person not like a bad way that's an easy solution but it's like something keeps happening where it's like when they don't want to hear the public input, push it out.

1:44:14 - Chair: Thank you. All right, so the motion is on the letter about the scooter corral on Fulton Street west Wisconsin Avenue. Do I have a second? Yes. All of those in favor, say Aye. The motion passes.

The next item on the agenda has to do with the Department of Buildings. We were to receive a presentation by L. Williamson and Jason Williams, and I am looking at the participants list and I do not see either of those names, but if there is somebody else attending virtually, if you could speak up, I would appreciate it.

Hearing no one, in the time that we have for that, I'll speak to some of the information that we do have as it specifically pertains to concerns involving the Department of Buildings. Commissioner Havemann has given voice to concerns about vacant buildings and District inaction, particularly in terms of enforcing the regulation of vacant properties. Commissioner Havemann has informed me that some action has been taken on at least one. Is that correct?

Commissioner Havemann: The property has been given citations for being in violation, but he keeps tearing them down.

1: 46 - Chair: I'll share my understanding of the process and invite anybody to inform me if they understand otherwise. When the Department of Buildings issues a citation of a violation or violation, that involves a fine against the owner of the property for that. Whether it's property maintenance or failure to register a vacant property, fines are issued which create a lien on the property, so no amount of tearing down a posted violation is going to remove the fact that it was issued against that problem. I'm fairly confident that I have, in my own experience, navigated the database that DOB utilizes for tracking code violations and fines issued as a result of whatever code violation that might be, whether it be failure to register vacant property or any other maintenance issue.

So as a Commission, I think we're going to work together to track those properties, to track the action the DOB has taken, and to ensure that it follows the process as quickly as is allowed legally, whether that means initiating court action, filing liens for fines issued to get to the property or potentially bringing the property to tax sale, which I believe the District has the capability to do if the fines remain unpaid for a period of time.

1:47:36 - So while I am disappointed that the Department of Buildings (DOB) is not here tonight, I think the Commission's plan is to pay close attention to what DOB is or isn't doing in regard to issuing violations, assessing fines, taking the next step, whether that involves placing a lien or taking it into court, ultimately having the owner leave the property or submitting the property to tax sale. Yes, absolutely, I would like to do that, since I care deeply about this and I would like as soon as possible this statement [be carried out] for the person directly affected by this building and this guy [for the conduct] that's been going on for almost 20 years.

1:48:41 - Commissioner Havemann: Nothing is being done. The city is called, they put up a citation, [the owner] just rips them off and says you know I'm not doing anything about this. He was there today. I went up to him and he said, "That's in the past. That's in the past. I'm gonna call. I'm gonna maybe, maybe have somebody. I might hire a person to mow my lawn and I might try and fix, but I don't know." I have had a chance to make, but I'm so sick of it. That's the problem with that [house]. And the problem with the other house, which is also bad, is it has been vacant for seven years, and nothing is being done there.

1:49:21 - They just ignore the city. The city issues these things. They get fined the tiniest amount they could possibly pay for the [violations] and don't do it. I mean, we can say we're going to [file complaints] from now on, and I certainly believe we should. In fact, my neighbor has been complaining for the years--years and years and years, and he has done nothing. She was very happy [with the DOB] Inspector because he did come, and he did issue ten [citations of violations]. Will he do anything you want? Anything?

1:50:07 - Neighbor: Judy expresses it very eloquently. This is my next door neighbor. My house is connected to his. His house is falling down. It's not just a question of overgrown--although you should see his backyard--but the house is falling down and there are rats in residence. I don't know why he doesn't see it, you know, but I want the city to take that house, since he's not doing [anything to improve]it. Many people have asked to buy it.

1:51:09 - Chair: Yes, I think it's important. The point of a building code is that [it] dictates responsibilities for taking care of a property. It should be onerous enough that no one can just say I'm going to let it go; I don't care how it impacts my neighbors, I don't want to put in the effort or I don't want to invest in maintaining this property. The point of the code is to make it onerous enough. That is not the decision any rational person takes, to neglect a property to the point that it is become a [blight] on the community. So there are two things that we can advocate for and ask. We can advocate that DOB is ensuring that the [Building] Code as it already stands is being enforced. We know as a community we have the history with DOB's predecessor, DCRA, and now to some degree with DOB, that that isn't happening, that there is no proactive enforcement of the Code with the time frames that have already been established by statute, and that needs to change.

1:52:20 - The second thing is to ensure that the code is accurate in making it onerous for someone to neglect a property. DOB tells us "We are doing everything within the law in terms of having fines, having enforcement action, how quickly we are enforcing it." If [the city] demonstrates that it's doing everything within the law and yet there is still the capability for someone to neglect a property in this manner perpetually, then the Code needs to be reconsidered, and that is something that we need to voice to our Councilmembers and to the Mayor's office, if that is the circumstance.

1:53:17 - Chair: Next item on the agenda. We did cover Commissioner Updates and Community Announcements earlier. This is one thing that the Commissioners brought to my attention. Among the other issues in ANC 3A, there are two projects that could generate significant interest at the July meeting. First, the Washington Ballet is going to be coming to the ANC to talk about an addition they plan to build and tear down part of the existing building [at Wisconsin and Porter Street].

1:54:07 - Commissioner Miller: They actually filed their application with BZA and that's available online. People may want to look at that ahead of time so that those who are most concerned could have questions when they come to meeting.

The second issue is not quite as well developed but could be significantly contentious, which is that DPR was approached by a for-profit soccer academy about installing a synthetic field in Hearst Park (which the city just finished redoing), in exchange for priority access for the next five to ten years. I think that that's going to get significant interest in the community. The Progressive Player Academy is the applicant and there is one resident who is supporting them. They were in touch last Thursday, and I think that they're going to try and have a specific, detailed proposal

to the ANC at least the week before the July meeting that we can post on our website so the community members could review it. That's the next question I have to ask the Progressive group. The ANC would not be taking a decision in July. That would be a chance for them to make an initial presentation and get feedback.

1:55:43 - Chair: Thank you, Commissioner Miller, I'm now going to move us to Open Forum. I see one raised hand: Abigail Demopoulos. If I could just ask you to be brief as we are nearing the end of the hour.

1:56:17 - Abigail Demopoulos: I will be brief, thanks very much. This conversation about vacant properties causes me to ask a question: I live in a condominium building in the ANC. Our building often struggles with what to do about units of owners who have died, whose heirs do not deal with the property. I imagine we're not the only condominium that has this problem. It's not a code violation in the way that you have expressed about the vacant property, but essentially the association doesn't have any recourse.

1:57:04 - Abigail Demopoulos: They can't recover fees, they can't do anything to maintain the property or to get it to a new owner, especially if there's no heir and no estate opened. And I only raised this because I think in considering these things with respect to homeowners, you should also be thinking about situations with people who own apartments in the neighborhood because there are a lot of condo buildings here. I think there's a lot of focus on doing things for enforcing for single family homes, but there's not a lot of support for condo associations to get access to various incentives for things where other people would get tax credits.

1:58:01 - Abigail Demopoulos: But also in this situation, I think our community feels slightly stuck because we can't sell the property. There's no, you can put a lien, you know. Anyway, I think it's worth considering vacant units in condos also. So I would just invite you to consider that, that's all. Thanks.

1:58:26 - Commissioner Del Moral: I'm a bit familiar. By law a condo should have documentation and I don't know if they do, they should have documentation that would allow the condo board or management to go in and repair the unit if it's causing a problem to any of the other surrounding. So if there is a [leak] or there are some other concerns that are causing damage to the building. Your board should have the authority to assure the repairs be made. That said, the condo fee is not being paid. Your condo also has the ability to place a lien on that building or that unit or that unit owner so the day that the sale actually comes, you would recoup your funds.

1:59:15 - Commissioner Del Moral: So it's a little different. Being part of a condo will probably mean more likelihood of regaining that lien, whereas in traditional property as I used to talk about taxes, the District doesn't actually bother the tax. They ultimately sell their tax liens I They do an auction, they sell the tax liens to third parties and these third parties do their best to try to recoup the tax liens from

individual property owners. I believe [condos] have more power. It's just a matter of using the power.

1:59:58 - Abigail Demopoulos: I was on the board for a while. I think the challenge is when the owner is dead and no one has filed an estate.

2:00:18 - Chair: I'll make one quick point, and then we'll move on. I do believe that a lien can be superior, which is important because in some States in the United States HOA liens are not superior, which means that they can't supersede a mortgage on the property but in some States, and I believe the District, they are [superior]. This is an important thing to follow up. I was on the board of a condo as well. I think unfortunately, sometimes there were delays that were unnecessary on the part of [the condo] in terms of pursuing the recourse that you have when a property does not have an estate established. You know, you have to go through some notice requirements, you have to meet some requirements in order to effect cleaning etc. when you don't have contact with the owner. I don't want to cast aspersions on anyone here, but I do believe that there might have been some deficiencies in terms of how quickly we are pursuing the process of meeting those requirements and taking the actions that allow us to take the next step in terms of fines on a property that involves a deceased person. I think you know commissions can assist in sussing out the law and what could be done there. And we can also obviously communicate with a given association or a tenant association, whoever an interested party is that is being adversely impacted by that kind of circumstance. So thank you very much, Ms. Demopoulos.

Mr. Matthew Barclay, I see your hand. I'm afraid it would probably be best for you to throw some links in the chat, unless you have something that is life or death. Because we are getting to beyond our time here.

2:02:39 - Matthew Barclay: I will do so.

2:02:41 - Chair: Thank you very much, Mr. Barclay. That was the final item on our agenda before administrative matters. I'm now going to move that we waive discussion on a few of them. I'll do these individually in the interest of proper parliamentary procedure. The first item is a reading of the May financial report. Treasurer Del Moral has provided that we will link that on our website or we will upload a copy of that to our website. I move that we waive reading the main financial report. All those in favor say Aye. The motion passes unanimously.

2:03 - Chair: Next our vote on the draft SOPs for forming ANC 3A committees or task forces. I'm also going to move that we waive discussion on that for a vote at our next meeting in July. All of those in favor say Aye. The motion passes unanimously.

I will also move that we waive discussion on considering a letter to the DC Zoning Commission asking for ANC 3A to be added as an official party to the AY campus plan. All those in favor of say Aye. The motion passes unanimously.

Finally, minutes for the May public meeting. Those were distributed to us. I will ask if we have any amendments for the minutes in addition to what

we previously discussed. No, there are no amendments. I move that we approve the May meeting minutes. All those in favor say Aye. The motion passes unanimously.

Finally, I think this will be quick. I moved to amend the agenda at the beginning of the meeting to include that we submit a request to the Technical Assistance Fund for the purchase of a laptop. I would very much like to have better technology so that we can rely on it when we have our meetings. The Technical Assistance Fund is a way for ANCs to request funds for things that you need to run the ANC agency, in addition to the basics covered by the District allotments.

2:05:19 - ANC 3A

The idea is that the District doesn't want ANCs to overstress their budgets. With these expenditures and especially for an ANC like us, with no money in the bank, at the beginning of our existence, I think it's especially appropriate for us to pursue that. Five thousand is the maximum allowed so I'll say "not to exceed one thousand dollars from the Technical Assistance Fund." I have the 2nd. All those in favor say Aye. [Question from another Commissioner about the possibility of incurring costs higher than \$1,000 for a computer and accessories, with taxes, etc., and suggestion to ask for closer to the maximum allowable for the purchase.]

2:06:19 - Chair: All right. So I'm just going to reconsider that motion. The motion is to approve a request for the purchase of a laptop at the maximum limit from the Technical Assistance Fund. Do I have a second? [Another Commissioner suggested option of \$1,500 maximum.]

Chair: All right. This will be the final time. I'm going to close discussion on this. The motion is to submit a request for the purchase of a laptop via the Technical Assistance Fund, not to exceed \$1,500. Do I have a 2nd? I have a 2nd. All of those in favor say Aye. The motion passes unanimously.

Our next meeting is scheduled for July 20th at 7 pm, excuse me July 18th at 7 pm. It will be hosted on zoom and here in person.

I move to adjourn. Vote. The meeting is adjourned.