

Transcript of ANC 3B Meeting of May 11, 2023

Edited for Clarity and Readability

Timestamp	Agenda Items
00:00	Approval of Agenda
02:25	Police Report
16:45	Old Business
16:45	<ul style="list-style-type: none"> • Update on the status of New Mexico/Tunlaw Bike Lanes, District Department of Transportation (DDOT)
54:50	New Business
54:50	<ul style="list-style-type: none"> • Grant Request for Glover Park Day
56:45	<ul style="list-style-type: none"> • DDOT Traffic Engineers
1:27:49	<ul style="list-style-type: none"> • Director Barbara Bazron, DC Department of Behavioral Health (DBH)
1:58:01	<ul style="list-style-type: none"> • Proposed Bus Changes
2:17:35	<ul style="list-style-type: none"> • Letter in Support of Stoddert Expansion
	Updates (Not discussed)
2:26:15	Open Forum
2:28:28	Administrative Matters

Approval of Agenda [0:00]

Lane: Okay, I'm letting everybody in.

Blumenthal: Good evening, everyone. This is the May 11th meeting of ANC 3B. We are awaiting two commissioners who are a little late, but we have a quorum at the moment. At the moment we have-- Melissa, can you send a link to Gupi, please? Gupi.

Lane: Okay.

Blumenthal: All right. At the moment we have Melissa Lane from ANC 3B03. Kevin Carroll from 3B04. Kevin Lavezzo from 3B01. And me, Jackie Blumenthal, from 3B02. Four people constitutes a quorum, so we are going to begin because we have a very crowded agenda, and a lot of ground to cover. Be aware that this Zoom, everybody is on it. We do not have a webinar setting, so please keep your microphones muted when you're not talking, and you may see yourself on the screen way before your time to speak comes up, so just be aware of that. And you can take your video down for the moment until you hear your name called if you want to do that as well. Before we approve the agenda, I'm proposing-- With the approval of the agenda I'm proposing some changes. Due to a scheduling conflict, we're moving up the request for Glover Park Day to the top of the new business agenda. It will be very short. And we're adding to new business a request from the Stoddert School group that is exploring the expansion of the school, and that will be at the end of the new business. We now have Ben, Commissioner Ben Bergmann from 3B06 joining us, which makes five out of the six people.

Police Report [2:25]

Blumenthal: And we will begin with the police report from Lieutenant Paul Johnson, who is here. Welcome, Lieutenant Johnson.

Johnson: Hello, can you hear me now?

Blumenthal: Yes.

Johnson: Okay, good evening. I hope everybody's doing well. I have the police report for ANC 3B this month. The crime's up a little bit this month. We had eight crimes reported last year as compared to 13 this time, so it went up by five crimes. The most serious crime we had was we had a robbery at the Domino's pizza place at 2330 Wisconsin Avenue. It was a robbery at gunpoint. Suspect went in and robbed the store of money. No one was hurt. That happened back in April, late April. And theft from autos went up from three to six. And then mostly we had three trucks broken into, like plumbing trucks, they took tools. And an airbag was stolen, in two catalytic converters. All the cars were locked this time. They were all break-ins. And we had five thefts. And that's it for the crime report.

Blumenthal: Okay.

Johnson: Also, I wanted to add that we had a big outcry last year about ATVs. MPD has started an ATV investigations team, and they are citywide. I have an email address for them if you want to email them. I can just tell you, it's called intel.atv@dc.gov. Again, that's intel.atv@dc.gov. If you have any tips, if you know anybody driving an ATV, or if you have any photos-- Or any questions you want to ask them.

Blumenthal: Could everybody please mute your microphones, please? Some people have not muted their microphones.

Johnson: Commissioner Blumenthal, I'm going to email you the information about this ATV enforcement team that we have if anyone wants to know about. I don't know if you can see it on your screen.

Blumenthal: That's great. That was a big issue for us last year, as you do remember. And I will pass it along to our former chairman, Brian Turmail, who was particularly upset by the ATV rampages.

Johnson: Well, it upsets everyone. And like I said, the policy, it's real hard to catch these people when they're doing it. One more thing I have, the MPD started a community engagement academy, and anyone can join. And in this academy you can learn about recruit training. It gives you police scenarios, you can do ride-alongs, talks about use of force. And it does various police topics from command staff members. Anybody who wants to join this academy, it starts in the summertime. And also I can email you how you can get an online entrance card also about this academy.

Blumenthal: Great, thank you. You send us that information. Oh, sorry--

Johnson: Yeah. I'll send it to you.

Blumenthal: Okay, thanks. Any questions for Lieutenant Johnson from the commissioners? Kevin Carroll?

Carroll: Lieutenant, in the last couple of days there have been several car windows broken along Tunlaw. These things seem to go in waves. You probably know more about it than I do. I suspect that not all of them get reported. But you know it seems like every six months we have a wave of people go through, and they're just looking in cars. When my car window was broken there was nothing in my car. There was nothing taken. They didn't even take my CD of Hamilton. I don't know if it says something about their tastes, but is there anything that the police are doing in regard to like when something like this happens, to try to nip the wave in the bud? Is there additional patrols we can get? Or what steps can we take, both through the police and through us as the community?

Johnson: Well, we rely on a lot of information from the citizens. Like you said, if anybody sees anything, just call the police if you see somebody in the area that doesn't belong in the area, and looking through cars. We always increase patrols when we have, like you said, upticks in crime and it's in certain areas. Like you said, Tunlaw, I have no reports on Tunlaw on my list for this month. So we need these reports so we can know where the crime is happening so we can increase patrols in that area. Because it is like intelligence based, we track these thefts and we put resources based on where there are recurring events. Like this month we had two stolen

autos, I mean theft from autos on Cathedral Avenue, 4000 on Cathedral. So we're going to concentrate on that because we had two within the last two weeks. But on Tunlaw we have none, so we have to report these. Encourage citizens to report them when these things happen.

Blumenthal: Any other questions for the lieutenant from the commissioners? Are there any questions for the lieutenant from participants at this meeting?

Lane: Yes, Richard Pollock.

Pollock: Yes, hello. My name is Richard Pollock. Thank you, Lieutenant Johnson. Recently within the last two weeks there was a man who was detained by police at 4000 Tunlaw for theft and destruction of property and was let go. At 8:30 he arrived at the Colonnade condominium residential section, where I live. This gentleman broke into the building, smashed the computers, smashed the telephones, and he assaulted one of our people at the front desk who is still out, an elderly woman. And it was at 8:30 at night. The police were called, they arrested him, he is in custody. And he is currently determined to be mentally ill and is in a mental health facility. Why hasn't this incident been reported by you in today's police report?

Johnson: Was that a destruction of property?

Pollock: It was destruction of property, among other things.

Johnson: When did this happen? Destruction of property is not part of our-- It's not one of my stats in the report.

Pollock: It happened within the last two weeks. I can get you the exact date if you care, but it happened-- And let me just tell you that the 250 apartment dwellers here are terrified, and the board of directors has instituted a number of steps. We have security people who are now assessing our security. But there are many people here who are very wrought with fear, and I know that the US Attorney's Office is thinking of extending a mental health issue. They have recommended that we go to the court to get a stay away order. But why wasn't this matter-- This has happened about two weeks ago, I can get you the exact date if you want. But why isn't this in your report? This was a very harrowing experience for our residents.

Johnson: I know it's an upsetting experience. But I'm glad we arrested this person. But unlawful entry and destruction of property aren't two of the stats that we report on the crime reports. There are a lot of crimes in DC. We can't cover them all. We cover the ones that are on the DCR Crime Cards. If you go to that website, those are the ones that we cover. And that's probably why-- That's the reason why it's not on my report. I report for the ones that's going on--

Pollock: So-- I'm sorry, continue. I'm sorry, I didn't want to interrupt you.

Johnson: We track certain crimes and report on certain crimes, not every-- We can't report on every crime that occurs. We try to capture the major ones that we report on.

Pollock: So my understanding is if there is an unlawful entry and destruction of property, and the police have arrested this gentleman, that is not part of your report?

Johnson: No, I wouldn't-- I wouldn't track that report unless I really knew about it. I didn't know about that arrest.

Blumenthal: How do we find out about these things, Lieutenant Johnson, if they're not in your report? They seem relevant to the community.

Johnson: They are relevant, but it's kind of-- I can't track every crime that occurs, like I said. But if I knew about it, I definitely would report about it. I didn't know about this particular arrest.

Howie: Sorry, this is Commissioner Howie. Can you start including this in your monthly report? Like property damage, assault, arrests that were made? Like, is that something you can start including in your reports?

Johnson: I can try to track the arrests. That would probably be easier. But every assault, every property crime would be real difficult to include in a report.

Howie: So then what is it that you report right now? Sorry, I just--

Johnson: If you go to the DC Crime Card report, we've got the major crimes like robberies, homicide, sexual assaults, arsons, thefts, theft from autos.

Blumenthal: But not breaking and entering?

Johnson: Burglaries, yes. Burglaries.

Blumenthal: Well, this was a burglary.

Johnson: It was reported as an unlawful entry and destruction of property, I believe. I don't think it was a burglary. If it was a burglary-- We have zero burglaries. If it was a burglary, it would definitely be on there.

Pollock: Let me just add, if I may, the man was very violent. He's a big man. It took several police officers to go and bring him to the ground, and then to arrest him. So that type of situation does not show up in your report, is that correct?

Johnson: In my monthly report, no, it does not. It did not.

Bergmann: But Lieutenant Johnson, is that reported elsewhere? I mean, I'm looking at the Crime Cards website. Is there other data sites that collect all that, that people can look at? I'm just curious.

Johnson: Not, I don't think publicly, no. Just DC Crime Cards, these are the ones that are reported to the public, and these are the ones that we track, and we try to deploy resources based on these types of crimes. Like I said, a lot of crimes that are not listed that, you know, there's hundreds of crimes in DC that you can be arrested for, but these are the ones that we track.

Bergmann: Sure. Right. Although, the problem with that is that, you know, what the crime that someone's charged with or that's prosecuted is ultimately-- There are a lot of factors in that, and this sounds like there was an unlawful entry. I think it probably could have been a burglary, maybe. But it was coded the other way for whatever reason, so that there's an impact if you just filter out the most serious crimes given the way the system works.

Johnson: This is just a report. Now, the crime was investigated. The person was arrested, they were locked up. It did happen, and it is being prosecuted correctly, it seems like.

Pollock: May I just add one thing to the ANC commissioners to look at this case? I'm going to give you a case number, and the ANC commissioners can independently look at this and the seriousness of it, and come to their own conclusions. The case number, and also for you, Lieutenant Johnson, the case number is 2023 C, as in Charles, M as in Mandy, D as in Danny, 002631. And that's in the DC court system right now. So I'm just, as a courtesy, I'm telling the entire commissioners because I think it's very disturbing when something as violent as this happens, and it's not appearing in the official report. It just undermines the confidence that we have in the police department. And I'm not accusing you, Lieutenant Johnson, of anything. I'm just saying, for me as a citizen and a resident of Ward 3, it's just unsettling.

Blumenthal: So just to move this a little bit forward, later in this meeting we will be hearing from the Director of the DC Department of Behavioral Health about the issue of violence and disruptions by mentally ill people. And she'll be doing a budget report, but there will be a chance to ask some questions and discuss options for us as a community on these issues. So I think that that will also help with this issue. But I would very much like to move on, if Mr. Pollock is finished, yes?

Pollock: I'm done. Thank you very much.

Blumenthal: Thank you. Does anybody else want to ask Lieutenant Johnson anything?

Lane: Oh, he had a question, but he put his hand down.

Blumenthal: Oh, okay. Well, thank you, Lieutenant Johnson, and we would like to get better stats so that we understand the public safety issues that we face in this community. But you'll check that out and let us know if there's any other options for us.

Johnson: Yeah, I'll try to do better with the arrests. Yeah, that's an arrest that probably should

have known about. All right.

Blumenthal: Thank you very much.

Johnson: Everyone be safe. See you next month.

Old Business [16:45]

Update on the status of New Mexico/Tunlaw Bike Lanes, District Department of Transportation (DDOT) [16:45]

Blumenthal: Okay, we're starting with old business now with a quick update on the New Mexico Tunlaw bike lanes from DDOT. Whoever is speaking, I don't know who is here from there, just identify your--

Lane: Christian is here. Christian Pineiro.

Pineiro: Hey, Commissioner. I do have my colleague, Sean Burnett.

Burnett: I am here. Hi, everyone.

Blumenthal: Okay, Christian, Sean, and--

Nabae: Hello, I'm also here. Sahar Nabae, with the traffic safety team.

Blumenthal: Okay, we're gonna do traffic safety next, I think. Or unless that's part of the bike lane update?

Burnett: It's all safety.

Blumenthal: Okay. We just have two issues on our agenda. One's an update on the bike lanes, and another is a discussion about traffic calming.

Burnett: Well, I can do the presentation on the bike lane.

Blumenthal: Okay, well let's start there. Thank you.

Burnett: So I'm going to try-- And let's see if I can share my screen.

Blumenthal: You can.

Burnett: I might need to be elevated to a presenter, because it's telling me that they've disabled

the screen sharing.

Blumenthal: Okay, Melissa will fix that.

Burnett: Great. So while we're getting that worked out, I'll just introduce myself and my team. My name is Sean Burnett, and I am DC's Manager of the Protected Bike Lane program. With me is Gilberto, he's one of our Bicycle Program Specialists, and he worked with Mike Goodnow on this project for quite some time, as I understand it. What we're going to discuss today is we finally have the 90 percent designs. This is basically the last stop-- Oh, good, here we go. This is the last stop before we go to our 100 percent, and then do construction. So let's see. Give me one moment. I'm doing this from my home computer so it's-- Okay, good, we can see it. So I'll just start by giving, very briefly, some background to who we are, what our program is about, and what we do. We're the bike lane team. Within DDOT we follow a number of different master plans that the city has constructed over the last ten years or so, including the MoveDC. MoveDC was an active transportation master plan that was originally created in 2014, and was last updated in 2022. We also have our Sustainable DC goals. This was another council-approved master plan that specifies kind of how we as an organization, our objective is to try and create more economically friendly ways of transportation. Our Vision Zero, which is a program which, again, talks about safety, specifically how do we create safe places for people who utilize all kinds of different modes? And then finally, our Safe Routes to School goals, which dictates how we connect schools and facilitate ways for children to use other modes of transportation safely to get to and from schools. So this is kind of just a slide showcasing generally what we're planning to do, kind of taking something like you can see on the left, which is Tunlaw and New Mexico as it exists now, they have standard bike lanes. And then trying to create some protected spaces. So this is tonight's presentation. We have here, we have the project limits, from Nebraska to Calvert. This is a 1.5-mile corridor. And as you can see, we've been presenting this project for a couple of years. We're really excited about it. I think we've kind of ironed out a lot of the kinks, and so we'll kind of go through what changes we've made most recently. And talk a little bit about the project. This is kind of an overview of kind of how the street is split up currently. Right now we have two, five-foot striped bike lanes, as well as two ten-foot driving lanes, and an eight-foot parking lane. What we're proposing is to move that parking lane out, creating a protected two-way cycle track on one side of New Mexico and Tunlaw. And we're maintaining the two-way traffic throughout the corridor. So these are the plans, and they're a little busy. So if anyone has any questions, we'll reserve those to the end, but please feel free to kind of let me know where you would like some more clarification. This is Calvert to Davis, so this is that northernmost section. Excuse me, I'm sorry, this is the southernmost section. Here we have the start of the two-way cycle track. We have, as a result of some of the feedback we received, flipped the RPP parking so it is now on that west side of the street next to the cycle track, which we think is a great addition. It creates a little more protection for the cycle track, and separation. And it also simplifies, for those driving, you know, all of the activity, pedestrian, people getting in and out of their cars, the bikes, they're all on one side of the street. We are proposing to add these pedestrian refuge islands at the intersection of Davis Place. And it's our belief that that's going to really help with a lot of the pedestrian safety concerns. It's also going to slow drivers down a bit as they enter the intersection, which is a

conflict zone and was a safety concern for our team. I'm going to go back a little bit, sorry. So this is Davis Place to 3850 Tunlaw. Here we've maintained that same pattern of a two-way cycle track, parking, two lanes. As you can see on the turn, as it kind of transitions up Tunlaw, we have maintained those handful of spaces that were for the Russian Embassy. We were in contact with the State Department about what is obviously a very sensitive relocation of these spaces, and in the end we decided that it actually helped with the turn radius, and so we've maintained those parking spots. Here you can see we've done the same thing that we did on the last portion. We've maintained RPP parking on the west side. So this is 3850 Tunlaw to 39th. This is pretty straightforward. You can see that we just continue the same pattern continuing up the corridor. The next slides are when it's going to get a little busier. So I'm going to be, I'm going to take my time with this one a little bit. So this is the 39th Street and Tunlaw intersection, as well as Fulton. So what we've done here is we've closed the slip lane leaving the 39th. As a result of that closure, we managed to add five more RPP parking spots along 39th. You can see here that we are installing a new crosswalk on the east side of the 39th Street Tunlaw intersection. Now, as I understand it, there were a number of requests for some more crosswalks around Fulton Street. What has happened is, is as we had our engineers examine this, the slope on this portion of the street is very sharp. And there's also some severe sloping concerns by the sidewalk. And as such, without widely expanding the scope of this project, we're not able to deliver those, excuse me, deliver those and keep them ADA compliant. So we will be back in this area to try and make some of these improvements later, but as part of this project we couldn't facilitate those crosswalks. What we have done is use some quick build elements to tighten up that intersection, as well as you can see we've changed the geometry of how Fulton Street interacts with Tunlaw. All of these things are going to contribute to slowing down vehicles, giving a greater air of visibility for drivers who are entering or exiting Tunlaw. And we are really excited about the possibility of this, you know, promoting safety specifically at this T intersection. As you can see moving down Fulton, we're adding a number of sharrows as well as some striped bike lanes. This will be kind of an introduction to Fulton as a neighborhood greenway or a slow street, as we call them. And so I'm trying to think-- Right, we've also here, we've added loading in front of the Colonnade, specifically to try and facilitate a lot of those delivery vehicles, you know, contractors, things of that nature that are coming into the Colonnade to do work. It's our understanding that that was a designated need, and so we've facilitated that in front of the Colonnade. I will go to the next slide. So this is Colonnade to Garfield Street. You can see that new loading zone extends almost up to the intersection. And then we've removed the median. We're proposing removing the median at this portion of New Mexico to add some more parking. So that was something that we understood was important to the community, so we've tried to facilitate that. Let's see, we'll go to the next slide. Here's Garfield to Hawthorne. As you can see, we are adding some more pedestrian refuge islands. We're also going to be redoing the crosswalks. We're going to be making them wider, high vis. We're going to align them with some of the drives in a way that we feel makes it safer. We're also doing some of this going to create that sort of chicane effect, which should contribute to slowing drivers as they enter this intersection. Especially considering the concerns that we have because of the slope of the street and some of the car speeds, we wanted to make sure that we addressed that using tactical infrastructure. Here is Hawthorne Street to Cathedral. So as you can see, we're touching up a lot of those crosswalks. We're trying to align some of these to be a

little more safe. I think some of these, for example at Hawthorne and New Mexico, we're going to reconstruct some of the accessible curves to try and make the angles work better. But that's what we have for this section. You can see that we've maintained parking down here. Here's Cathedral to 43rd. You can see it kind of continues. There's a number of drives along this portion of the road, and so you can see that we've got breaks in the protection to facilitate drivers moving in and out of those. I want to point out, because I know that this might get brought up, we have green paint in the areas of conflict. However, under the MUTCD green paint is strongly suggested to only be utilized in places with heavy conflicts. Ddot does not typically apply green paint for singular low egress driveways, or low ADT drives. So that's why you're not seeing a bunch of green all over this two-way bicycle facility as it passes some of these driveways. Right, we're also adding this missing crosswalk here on Klingel. I wanted to make that point. Okay, so here is Lowell Street. Here we've added two RPP spots where we could. Right here, I see in red, we couldn't add a crosswalk. There's a big tree, and I don't know if everybody can see my mouse, but there's a big tree there. And without removing the tree we couldn't facilitate a crosswalk. So for right now we're leaving the tree alive, and we're beefing up the crosswalk on the other side. We've also, on the bottom right you can see that we've got seven multi-space metered parking spaces removed. And that's for the bus stop and the turning lane. So, again, trying to make the impacts of some of the project as minimal as possible. But we are straightening out this crosswalk on the bottom right, as you can see. Okay, so this is a big one. I'm gonna go real slow through this intersection. So this is the Macomb, 44th, New Mexico intersection. And I have this in multiple kind of slides, so I'm going to move through them. You can see here that we've removed the bus stop and we've lengthened the loading zone. We've consolidated one of the bus stops. We do this in coordination with our Transit Delivery Department and WMATA. So we've discussed it with them. They're on board. We have closed 44th in the portion that is this slip lane going south, dumping onto New Mexico. So 44th Street will be-- This portion will be one way south, or excuse me, one Way north. We've put a contraflow lane to facilitate two-way bike traffic, and we've closed this slip lane. I'm going to shift it one over, so we're still looking at the same intersection, but just slightly shifted. We've got a ZICLA bike platform, or bus/bike platform here that's going to facilitate the loading and unloading for bus passengers. Right now we've also got some parking here. And that's notated north of that contraflow on 44th. We were able to save some of that parking. Here we did have to remove a couple of spaces. We don't have a lot of-- We don't have a lot of bus traffic that goes down from Newark, but we have some from Westover, as I understand it. And so we needed to move the stop bar back a little bit to facilitate those buses making the left. You can see here that we're gonna, once again, we're gonna zhuzh up the crosswalks. We're going to create a missing crosswalk across Newark Street, and we're also going to do some tactical curb extensions to again try and make that intersection, tighten it up a little bit. And then this is the last block. This is Newark to Nebraska. We have our second ZICLA shared bus stop here. And then we walk over here, and so we did have to set back that stop bar again. That's to facilitate the turns off of Nebraska. But then this will eventually connect with a number of other projects that we have going on in the region. Nebraska is getting some of those multi-use paths expanded.

Speaker: I'm listening to my airpods and not this.

Burnett: I'm sorry?

Blumenthal: I think that was just a mistake.

Burnett: Okay, we're going to be extending some of those multi-use paths further south down Nebraska starting early next year. So this is going to be a great connection to a number of larger kind of safe facilities, both north and south. Okay, so I'll wrap this up by just kind of talking briefly about what our next steps are. We've already issued an NOI for this project. So right now we're taking this 90 percent plan--

Blumenthal: Hello?

Burnett: Hi, excuse me. I said right now we've already issued the NOI, so our next steps are going to be taking the--

Blumenthal: Oh, lost you again.

Burnett: Okay. Sorry, somebody-- It says the host muted me, so I guess-- Maybe I've gone on too long.

Lane: I got the wrong one, sorry.

Burnett: Okay, I'll be quick!

Blumenthal: Okay.

Burnett: --the 90 percent plans, we're moving them to a hundred. And our plans are right now to construct this sometime around July or August. And with that, I will-- I'm happy to take questions.

Blumenthal: Okay, so thank you very much for that very quick and succinct explanation. It looks exactly as we expected it, to the best of my knowledge. I haven't studied it, obviously. When you said you issued the NOI, I just want to clarify to people that we approved the NOI, so there is no more litigating this issue. However, there might be some tweaks at some point depending on where we are with the specific issues. But I think you covered the ands, ifs, and buts pretty well in this. So I will say, do any commissioners have questions at this point? Ben?

Bergmann: Thanks for the presentation. I have I guess three questions. One is about the slip lanes, and whether-- Sort of, what's the plan there? Is that going to be kind of an area of further discussion or is that sort of set at whatever that's going to be? So that's one. And then the other, I'd be curious to hear you guys talk about kind of what does the process is going to look like when you're actually constructing? How is it going to impact folks? And, well, I think I can't remember my other question. It'll come to me, but I'll leave those to you.

Burnett: Sure, so I can tell you right now that I moved it back to the slide of 39th Street. This slip lane we're going to close. We don't have anything specific planned for it in terms of activating it. I do know that we've had a conversation as recently as today with the Capital Bikeshare team, who are very interested in putting a Capital Bikeshare station in this area. Which, if you guys are excited about that, they're very excited about it. So we can certainly facilitate that. As for the--

Bergmann: What about the one up by Mann? Yeah.

Burnett: Sure. So right now we don't have any plans for activating that. Part of the project will be blocking that, closing that off with-- You can see that we're using flexi posts and the rubber curb stops to separate it from the cycle path. We may use, and that's something that I have to talk with Mike about, as well as our public space team, whether they want to do something that's more substantive than just blocking it off from New Mexico and painting it. We may do something like planters where we use in other areas to close some of these off.

Bergmann: Does the space stay with you-- Like, I'll ask that question, so this is no longer going to be used as a road, those lanes? If there was a desire for this to become parklets or whatever, developed in different ways, does the sort of the responsibility for that stay with DDOT, or does it get transferred to another agency? I'm curious how that works.

Burnett: Yeah, so land doesn't go back in the pot. It remains with DDOT.

Bergmann: Okay.

Burnett: So this will remain with DDOT just like all of the other surrounding areas. The islands will remain with DDOT. We do that primarily because we may come back in the future to completely reimagine this intersection, you know, holistically completely reconstructing it. I don't know. I'm not an engineer. However, you guys are empowered as ANC commissioners to make these requests or questions to the greater DDOT. You know, if you have plans or ideas, or things that you'd like to see with that, the Public Space Committee, as well as DDOT leadership I know would love to work with you.

Bergmann: Great. I know that ANC 3D raised this previously about the slip lane in front of Mann, about trying to maybe kind of use it to sort of extend, you know, activities. And also it's across from the mall right there, so could be a place for people to sit and eat. Yeah, I think this is definitely, like, I think we want to develop that.

Burnett: Great.

Blumenthal: And also, it's out of our purview, it's the other ANC.

Bergmann: It's on my-- I represent the part of New Mexico that's across the street from that

island.

Blumenthal: Okay, okay. Any other commissioners with questions for Sean? Gupi?

Howie: Hi, Sean. My question is pretty basic. The other map that kind of had like black and blue lines that went to Calvert and then underneath Calvert it was a green line. Yeah, there. What is the green line?

Burnett: So the green line right now is a shared lane. I believe that very early on in the project's conception, we were investigating extending the protection down that way. But as I understand it, the parking take was pretty complicated. There was some intersection work that needed to be done. And so at this point the southernmost boundary is going to be Calvert Street. That doesn't necessarily-- That doesn't mean that we'll never come back, you know, that we'll never complete that portion. But for the sake of this project phase, we're going to stop at Calvert.

Blumenthal: Okay, anybody of the participants--

Lane: Kevin Lavezzo.

Blumenthal: Oh, sorry.

Lavezzo: So I think my question already might have been answered. So the primary barrier between parking and the PBL is going to be flexposts and the hard rubber barriers that are almost like the parking lot barriers?

Burnett: I don't think we've-- I don't think we've sold ourselves internally on which we're going to use. Right now we're really infatuated with the low-profile concrete barriers. So it will likely be the low-profile concrete barriers and flex posts in between. But don't quote me on that because it depends what we have in stock, and what our contractor can get a hold of. But I want to say that we're going to use the low-profile concrete.

Lavezzo: That'd be fantastic. I mean, I ride five to seven days a week all over the city. And, you know, unfortunately the flex posts are there and they stop some people, but I see a lot of cars parked on top of them as well. And you answered all my other questions, thank you.

Burnett: Great.

Blumenthal: Okay, no more commissioner questions? Any participant questions?

Lane: Yeah, we have Bruce Shirk. And then Aileen Nowlan, and then Leigh Ann Evanson.

Blumenthal: Okay, Bruce?

Shirk: Hi, I'm curious about two things. In the stretch from Calvert down to Fulton, how many

parking places have we lost there? I mean, it seems to me that people that are on the other side from the Soviet, from the Russian Embassy, have lost a lot of parking. And what we're concerned about is that we've had some additional parking places added down in front of the Colonnade, but we're all worried about parking loss there in front of the embassy on Tunlaw. People being displaced and taking other parking spaces in the area. And I'm just trying to figure out how many we think have been removed there in that stretch of Tunlaw, roughly.

Burnett: Sure. So I'll start by saying that we've tried to preserve as much parking as possible as part of this project. As for an exact number, I believe that Mike Goodnow may have done some of those calculations. So if you send me an email I'm happy to give you that number. I just don't have it on me right this second.

Shirk: My other question is right there at Fulton and Tunlaw, there's a note that that crosswalk can't be placed there. You've got "not able to install a crosswalk" there, and I think we requested a crosswalk there. What's the reason that the crosswalk can't be installed there?

Burnett: Sure. So what I was talking about earlier was that the slope of the street and the slope of the property next to the street is so steep that it would require significant reconstruction of the sidewalk to make it ADA compliant. We'd essentially have to, we'd have to dig out and level the street. So right now we can't facilitate it as part of this project. That type of construction is a little bit outside of the scope. But we will be back to specifically ameliorate that concern, as well as some of the others.

Shirk: Okay.

Blumenthal: Aileen?

Nowlan: Hey, good evening. Thank you so much for this. Wondering whether -- I saw someone asked in the chat as well -- installation of more Capital Bikeshare provisions. We are at zero often at the one by Stoddert, so wondering if there's any consideration of that. And then, likewise, if there are going to be any provision for parking for the shared auto companies. I personally use the spot that's behind the eaves on Tunlaw. That's the car that I book when I drive. I'm just wondering if there's going to be any more provision for shared vehicles.

Burnett: Great question. Yeah, so what I was-- What I was saying earlier was that right now our CaBi team is very interested in installing the CaBi Bikeshare station in this closed slip lane here on 39th, which I think would be a great asset to the community. So if you guys are interested in that, I will, I'm happy to set George loose on that. He's our CaBi Bikeshare station commander, as I call him. And then as for specifically ride sharing, vehicle sharing, that's a great question. I would reach out to curbside management and make that specific request. I'll leave my email up. If you wanted to email me, specifically, I could put you in touch with the curbside management team. And so they're the ones that are able to make some of those distinctions, turn some of the short term or open parking into specifically reserved spots for vehicle sharing.

Blumenthal: Sean, do we need to do anything as an ANC to get that Bikeshare rack put in the slip lane?

Burnett: Ms. Blumenthal, if you tell me you want it right now, I will make sure that it goes in.

Blumenthal: Well, I need to make sure that we want it. We have to review the whole situation, but I think there's an inclination.

Burnett: I will talk to George. And likely if you, at a later date, wanted to make a resolution supporting the installation of it, that would likely be sufficient.

Blumenthal: Okay, well I think we'll put that on an agenda coming up, and see where we are with that. Thank you. Leigh Ann?

Evanson: Hi, everyone. And thanks, this is very exciting to see the 90 percent plans. And I want to, can't be more excited about the notion of a bikeshare closer to-- I live at 39th and Tunlaw, so it is a 10 to 15 minute walk for me to get to any bikeshare, so having it much closer, A, would I think that that's part of the District's goals in general, is to reduce the amount of time that one has to walk to a bikeshare, so I think that's great. And just like from a very selfish perspective, I'm very excited. So, you have my support, ANC. The question I had for the presenter, I wanted to know about what we might be able to expect-- Again, as I live right at the 39th and Fulton, 39th and Tunlaw area, it's a spot where people really speed. You know, speeding is a huge issue along this piece of Tunlaw and New Mexico. Do you have any sense of what we might be able to expect in terms of people slowing down? You know, like based on your research, how much slower will people go? Or is there any chance that there can be more infrastructure installed? I would love to see a raised sidewalk, a raised crosswalk at 39th Street, and I've been told that that's not possible given how this road is classified. But still want to say it.

Burnett: Okay. So I do want to point out something that I forgot to mention earlier. Right now these plans call for the removal of that center line median along Tunlaw approaching 39th. we had a couple of discussions in the last day or so. I believe that we'd like to keep that. I think that it contributes to the overall effect of slowing traffic. We can shave a little bit, like maybe a foot or so off of the cycle track to facilitate that. But I don't think that that's a great loss. I think that the median serves a real, genuine purpose there in terms of safety impacts. In terms of quantifying, you know, how many miles per hour do I think that someone will be traveling slower, I can't answer that directly. There are smarter people than I that have done research and studies on stuff like that. But I didn't read them all, and I don't have them all on me. But what I can say is that what we have here is a pretty dramatic reimagining of this intersection. As you can see, we've done a lot of work trying to pull those intersection corners out, which is really going to change the angle at which traffic engages with Fulton, comes both on and off of Fulton. You know, when they're coming at an angle like that, it's much harder for drivers to look left, to look right, to see the full 360. So we're pulling that back so that they're engaging with Tunlaw Road at a 90-degree angle, which makes it a lot easier for drivers to see what's going on around them. We're also, by tightening all of these angles up, what we do know is that there is an incredibly

strong correlation between slimming down the lanes of traffic, and slowing vehicular speeds. Drivers tend to drive at the speed at which they feel comfortable driving. And so when you make a narrower lane, when you put things like medians and flexi posts, and some of these other aspects, drivers don't feel as comfortable going quickly, right? Because things are coming, they're moving quickly, it feels very narrow. And so typically our experience is as, you know, planners, is that they slow down. So, we do believe, very strongly, that this will have significant positive impacts on slowing down vehicles, on calming down this intersection. But, you know, we're certainly going to keep our eye on it. Not just myself, but DDOT in general.

Evanson: That's great, because I do feel like between the stoplight at I think that's Cathedral and people coming down the hill and then hitting this area, they've come from a place where they go through the park and it's downhill. And they've picked up speed, and they fly through this intersection. Because I'm right there I hear the cars, and I hear them barely slowing down. So running that stop sign at a regular, regularly. And I don't think enforcement, like having a cop sitting there, that makes a difference for a few weeks. And then people don't see the cop anymore and they go back to what they were doing before. So I'm excited to hear less of that. So, thank you. Thank you for everything that you're doing. That's it.

Blumenthal: I'm going to say thank you to Sean and team so that we can move on. We're getting really close to our push here. So we really appreciate this. Can you make sure that we have a copy of the 90 percent plans so that we could post it on our website?

Burnett: Absolutely.

Lane: It is posted.

Blumenthal: It is posted? Okay, we're all done with that then. Thank you very much.

New Business [54:50]

Grant Request for Glover Park Day [54:50]

Blumenthal: I want to interrupt the DDOT presentation for a minute just to do the Glover Park Day grant request. And then we'll go back to DDOT traffic calming, and then on to the Department of Behavioral Health. So Sherry Meyer, you are the co-chair of Glover Park Day, is that correct?

Meyer: Yes, I am.

Blumenthal: And you would like something from us?

Meyer: Yes, actually, on behalf of the Glover Park Citizens Association and the Glover Park Day

Committee, I am requesting a grant of 2,500 dollars to help defray some of the rental costs, specifically tables, chairs, et cetera, staging, for this year's Glover Park Day, which will take place on June 3rd, on the the grounds of the Guy Mason Recreation Center.

Blumenthal: And what year is this for Glover Park Day, do you know?

Meyer: It is our 32nd. Our first one was in 1990, and we did have, unfortunately, two years in COVID that we took off, so this is number 32.

Blumenthal: Great, thank you. Does anybody have any questions among the commissioners regarding this grant? Are there any questions from participants regarding this grant? I make a motion that we approve the grant for 2,500 dollars.

Lane: I need to recuse from this vote because I'm the other co-chair.

Blumenthal: Okay, fine, you're recused.

Howie: I will second the motion.

Blumenthal: Thank you, Commissioner Howie, for seconding the motion. All in favor, raise your hands. Okay, we have five to zero to one refusal. That's the vote. So the motion carries. We will cut you a check as soon as we can.

Meyer: Wonderful. Wonderful. We hope to see you all there this year.

Blumenthal: We'll all be there. Thank you.

Meyer: All right, thank you.

DDOT Traffic Engineers [56:45]

Blumenthal: Okay, so I need to know who comes forward from the DDOT traffic engineers to talk about traffic calming?

Pineiro: Hey, Commissioner. It's myself and Sahar Nabaee, she's our Traffic Safety Manager. Still on?

Blumenthal: Okay.

Nabaee: Yes, I'm here.

Pineiro: Hi.

Blumenthal: We're trying to make space for you to get on the screen, I think.

Pineiro: No, well, we don't have any slides to share or anything.

Blumenthal: Okay. No, just your face is what I was saying.

Pineiro: Oh, well that's, yeah, for sure. It's great to see your faces as well. Yeah, we have nothing to share in terms of a presentation. We do know that there was strong interest from the ANC, that there is a lot of questions regarding traffic safety. So I can only share so much from my end, and I'm fortunate to have Sahar's magnificent mind on engineering with me to kind of assist and facilitate some extra questions and concerns you might have. And kind of just leave it open. I don't know if there's a way you want to kind of--

Blumenthal: Yeah, let me just set this up. And then I think I want Kevin Lavezzo to talk a bit because this was his idea, Commissioner Lavezzo. But we have always had issues with traffic calming, as you just heard. The speeding on that stretch of New Mexico Avenue. And what I know from being on the commission a long time is that there are certain rules about traffic coming, what can be done where, what can't be done where. What tactics work, what tactics don't work. What streets are allowed to have speed humps and what streets are not. And so I think we sent you a list of some of our problem areas. And also-- I've lost my train of thought, so I'm going to hand it over to Kevin for a minute because he raised this question. And then we'll see where we are. Kevin.

Lavezzo: Yes, thank you. You know, traffic calming I think is the way to go forward, just outright. You know, we can't have police all the time everywhere doing enforcement, whereas traffic-calming measures that are installed on roadways are there 24-7. And I think Sean showed that in his presentation that narrowing of lanes and adding of infrastructure can do a lot to calm traffic down. And I think that the installations down New Mexico and Tunlaw are a great start. And a lot of the feedback that I received about streets that need traffic calming are on that corridor. So I think after the installation of the cycle track, moving of parking, and the redesign of those intersections, it'd be good to revisit those intersections, particularly, to see what that effect was and if anything else is needed. That being said, there are a lot of other sticking points around Glover Park where traffic calming has been, you know, brought up multiple times by people in my SMD and other SMDs. I think particularly Wisconsin and Calvert has been brought up. 37th and Tunlaw, south of Calvert, and Cathedral Avenue has come up in two previous meetings. Evidently there's a lot of speeding going on in Cathedral. People are running over the crosswalk signs. It seems up there the situation seems pretty bad. It looks like a straight street that people just shoot down because it's in a neighborhood. And I'm curious what can be done on these streets? Are there any plans, are there any studies? And what can people from our community do to really raise these issues to a higher level, because they seem to be continually happening. And we haven't seen a whole lot of progress in areas outside of the New Mexico and Tunlaw Corridor.

Blumenthal: Does that help frame a discussion?

Pineiro: Yeah, yeah. No, for sure. That's a good starting point.

Blumenthal: Okay, good.

Pineiro: I think, yeah, I'll kind of start, and if Sahar wants to add some items, she can definitely do so. So I'm not sure how much you are aware with like our new TSI 2.0 process, I can kind of do a little bit of a background with that. We launched it in January of this year. What it does is that it prioritizes certain locations that are put in the 311 system into a model that generates locations of high concern. And so we still obviously want to ensure that residents and constituents can still use that system to submit requests. It just kind of filters down into a very more data-driven, objectively based decision. So that's kind of like our go-to point when it comes to like traffic concerns in general. We have actually done a lot of significant work in the past couple months in Cathedral Avenue, specifically I believe we did some modifications with some striping, some gore markings that were definitely highly needed. The intersection of Idaho and Cathedral in particular, I think we had an RFB, rapid flashing beacon, that was recently put back and fixed as well. So we have been to these locations in the past. We do recognize that speeding, of course, is still an ongoing thing across the city. So we try to use what we can in our toolbox to mitigate those, and we do have some pushback on some of the pylons you see on the center line, which I know, Kevin, you mentioned those signs are frequently hit. And of course we don't really have the man and woman power at DDOT to have a consistent rate of maintenance for those. But to what Sean was saying for like the bike project, for example, like those types of physical barriers in the street are shown to at least elicit drivers that there is a warning on the street. That there's a little bit of a barrier when they're driving so there's kind of this behavioral piece in their mind that allows them to slow down. Of course, signs only do so much. If someone is really hoping to run it down and have the police chase them or not, like that's up to them. But as us as a DOT, you know, we are really in charge of just making sure that infrastructure is there and assessing whether it needs more or additional measures. But there are different rates like road classification that you did mention. Those are barriers we look at to see what is feasible and what isn't feasible, based on engineering standards and whatnot. ADT, or average daily traffic, is part of that. So it kind of goes in layers. We would usually do like a curb extension or some kind of hardening measure on an intersection as like a first measure that looks just like kind of tightening the areas, making sure that they're used well for safety. And then dependent on the road classification and the rate of crash history, et cetera, we can potentially look at other measures if they're feasible. Sahar, did you want to add anything?

Nabae: Yes. No, thank you, you spoke like an engineer, thank you. Yeah, so we actually have a traffic, a vertical traffic-calming guideline on our website that breaks down all the criteria that we look for. There are some criteria, or checks and check boxes that are very non-negotiable. And then there are areas where we have to make some engineering judgment, what is feasible, what doesn't make sense. One of the reasons that we don't recommend vertical elements on the road on higher-functioning roads that carry a lot of traffic and oftentimes there's a lot of heavy traffic, heavy vehicle traffic, is the concerns with noise and vibration that we then receive from communities. Additionally, these will have some diversion impact that installing these

devices on higher-functioning roads that are actually designed to carry more traffic might have some unintended consequence of sending some traffic through other available routes. That is often like cutting through the neighborhoods. So that's some of the considerations that we have those classifications. We want to still maintain some hierarchy in our network and not turn every roadway into a local roadway, basically. So speed humps are often recommended for local roadways. I also saw in the chat, there was a question about the classification. We do have on our website a DDOT roadway classification map. Christian, if you have it handy you can drop it in the chat. But I can also find it and send it later. Yeah, so our guideline kind of walks through all the considerations. There's roadway grades, there is a heavy vehicle percentage, or whether there is a bus route. Usually on bus routes we use a slightly different design we call a speed table. So there are different designs and considerations to make sure these devices work as intended. There is also, depending on the classifications for higher classification of roads, we often use automated speed enforcement or other projects such as quarter level projects that Sean was talking about. So narrowing lanes, using other methods, or road diets are more effective ways to kind of have a self-enforcing design, as opposed to trying to put a vertical element in the road every block. Also, for treating pedestrian crossings on these roads, then we have other treatments such as the beacons and the hawks, and so it really depends on the situation. And that's why we ask for TSIs for specific intersections, or crosswalks, or roadways so that we can look at that specific intersection. I think for Cathedral, for example, is a collector roadway, so just by looking at it, it looks like it could, for example, qualify for speed tables. We have to still collect traffic data, see what is the speed levels, what are the volumes. So generally classification is a starting point, but then there's additional considerations that goes into it, including what our volume and speed data shows. I hope that covers your broader question of what qualifies.

Lavezzo: Good. I mean, another question I have, it's not necessarily related to traffic calming on the road itself. It's calming traffic entering roadways, such as raised sidewalks that are at grade with the adjacent sidewalks, across entrances from alleys and parking lots. I think a lot of conflicts that I see and conflicts I experience are vehicles exiting alleyways and parking lots on the busier roads without looking. And it seems to me that raising those entrances and exits so the sidewalk is, you know, maintains grade instead of having curb cuts, would calm some of that down. Is that something that DDOT has evaluated? I'm not a traffic engineer, so I'm not sure how a lot of this stuff works, but it seems like that would work to me.

Nabae: So you're talking about the sidewalk, the alley-sidewalk connection?

Lavezzo: Right. Instead of the sidewalk dipping down to the road surface, the sidewalk maintains height, and it would act as a speed table coming in and out of parking lots and alleyways.

Nabae: Yeah, unfortunately, that's part of our-- I would refer to our chief engineer for that. We have our standard design guidelines that we follow as engineers at the agency. I think this might be like a more of a broader philosophical question of whether we need to revisit those standards. At the moment we have a specific design for the aprons, how those aprons are

designed. So, no, the answer is we do not at the moment consider it, but that doesn't mean that's never going to change. With regards to traffic calming in the alleys, we have some limitations with installing speed humps, because of the roadway, kind of the shape of the alleys with the reverse crown that is designed for drainage, so that limits our ability to install humps. There is other challenges such as lack of lighting or lack of space to install warning signage, so that might create more concerns and more disturbance to the neighbors, in addition to other potential drainage and flooding concerns that we have. So that's why we try to stay out of alleys and like vertical traffic calming. But in terms of the alley-sidewalk connection, I think that's a larger discussion that I'm not ready to talk here. We'd have to talk to the DDOT chief engineer.

Lavezzo: Sure. Just out of curiosity, how often does DDOT update its guidebook for these sorts of things? And when was the last time that it was updated?

Nabee: I think actually at the moment there is an effort on updating. If this particular conversation has been even discussed, I am not aware. I think a lot of these are also newer, more out-of-the-box designs that we're seeing in different locations, so we don't currently have a standard for this, and I would assume that that would require major effort to try to change that. But I don't want to speak too much on this because this is not my area, so I prefer to leave it to the experts on this matter to discuss.

Lavezzo: Completely understandable.

Pineiro: We do follow-- Kevin, I'm sorry, we do follow the DEM, which is the design engineering manual. I believe the last update was in 2019. I'm not sure in what range that's proactively adjusted, but that's also publicly accessible information. You can look it up.

Lavezzo: Sure. Fantastic. I think the other questions I have are probably better for a traffic engineer. I tend to look at these things and go down a wormhole and come up with a bunch of weirdo questions that not everyone can answer. But I think to wrap up my commentary, you know, could you run through the ways that our constituents can request traffic calming at specific intersections just so everyone hears and knows how they can accomplish this, past writing their ANC commissioner?

Nabee: Can I just-- Before Christian actually explains the TSI process, I would want to encourage everyone to be very specific about the issue. Oftentimes we receive TSIs that really, instead of explaining the problem that the residents are explaining, ask for specific treatments. And sometimes that's not what is feasible, and it is very hard for us to really understand what is the main concern. So the first suggestion is to really highlight the issues. There is space, there's flex notes, a space for you to write down as much as you need to to explain your concerns. And then also be a little specific about the location. For example, saying traffic calming at an intersection might be a little too high level. It would be helpful to know, for example, what specific blocks you're seeing speeding. What is the main roadway? Are both roadways having speeding issues? Or if one of the two is the main concern, are you concerned with how fast cars are turning, or how fast cars are going through? So just being very specific about the problem

allows us to assess better than, for example, saying, "install speed humps at this intersections." That's not always very helpful for us to know, and sometimes we have to then contact or figure out how to get a hold of the resident to figure out what exactly it is that they're experiencing. So just a suggestion, and I pass it on to Christian to explain the process to put in a request.

Pineiro: Yeah. And thank you, Sahara, for that. And thanks for your additional questions, Kevin. So outside of 311, of course, there are other options within there. There's like roadway signs, you know, there's other things that are not traffic safety related. But for all traffic safety matters, it would be a TSI, or Traffic Safety Input. As I mentioned before, we did modify the system to be a little bit more comprehensive and more equitable across the city. So we do also have our prioritization model kind of criteria that's also posted on our website. And I can also share that in the chat as well. It kind of goes through what our engineers look at, and what the model generates when a request is in. That includes crash history, looks at vision zero high profile areas, looks at equity. So it's a little bit more comprehensive in terms of what we have. What we've experienced in the past is that when we had an open the floodgates kind of mentality where anyone and everyone could put in a request, no matter where they were, it kind of generated this really big influx of kind of the predominant connected communities who wanted the political push, get a lot of things pushed faster. We had a lot of our communities east of the river, you know, Wards 5, 7, and 8 who were kind of really left off. They didn't have a large community base that was putting in requests properly. And so with this new approach we are able to kind of not only optimize the workload for engineers, but also really tackle the high critical areas across the city. So we are addressing, you know, the areas that have the most crashes, the areas that have the most speeding, and then eventually filter down to those other locations. We also have a dashboard on our website. That's very proactive. You can kind of see things in real time. It kind of has different toggles in the top where you can look at which SMD, which ANC, where it is and exists in the map. So it's very intuitive in that way, and we kind of give leverage to the public to be kind of stewards of their own will to like look and proactively see what's going to be in the queue. And we have about 200 locations that are assessed each quarter. The quarters go January, April, July, and October, following that pattern. With the fiscal one year being the start for October, so it follows the fiscal schedule. And so that kind of keeps us accountable as well, but also kind of gives the public a little bit more of an understanding of what to expect when a request is in, and what if that's selected for that batch. Sorry if that was a little ranty, just wanted to make sure I covered all the bases.

Lavezzo: It's very clear. Thank you very much.

Pineiro: Awesome.

Blumenthal: Thank you, Christian.

Lavezzo: I don't have any more commentary.

Blumenthal: Thank you Christian and Kevin. Kevin Carroll, did you have a question?

Carroll: I do. I actually had several questions, especially in regard to speed cameras, per se. You guys had a term of automated speed control or something like that. But I was curious about the criteria for camera placement. In my experience, I think that one of the things that should be looked at is the number of pedestrians and, you know, where the pedestrians are. Because by reducing speeding-- Our objective, primarily I would think, would be to protect pedestrians. You know, property being important, but pedestrians being first. So I look at the stuff around here, and there are cameras along Loughboro and Arizona that don't seem to have a lot of pedestrians. The section of Wisconsin up near the Russian Embassy has a camera, but there are nowhere near as many pedestrians as farther south. So what is it that, you know, what are the criteria for deployment of these cameras? And I understand they're supposed to be like 100 more of them deployed, and what's the status of that?

Nabae: Sure. I can explain a little bit on the criteria. My team is actually also, as part of the TSI program, we also receive hundreds of requests for automated speed enforcement. So these, the first step is to collect traffic, 48 hours speed and volume data. So first step is to look what is even the extent of speeding. What is the volume traveling here? We also then look at crash records. Of course, there are some crashes that are not recorded, but we do have a lot of crash data, so we also look at that. The next step is to look at roadway configuration, the use of it. There is either, for example, proximity to bus stops and where pedestrian generators are is definitely one of the considerations. We also look at bicycle facilities. Generally looking for vulnerable road users, that's part of our assessment, along with other factors that I discussed. So it's a holistic evaluation. It's not just, for example, looking at where there's high pedestrian volume, but that's definitely one of the considerations. And the decision is made based on all of these criteria. And then a recommendation is made whether or not a camera should be deployed at this location to our ATE team, who then adds that location to their rotation list. Because we have a limited number of cameras, we don't have as many cameras as we have need for, we have a rotation list. So these cameras are periodically relocated to other locations so that every location will receive a camera at some point. As you mentioned, DDOT is actually in the process of receiving new cameras. Not just speed cameras, we are also receiving red light running cameras, as well as I think some cameras enforcing our bus lanes. I think we're still in the process for procuring the cameras. I think Christian probably cannot answer more on that. But once the cameras are received then deployment will possibly start this summer.

Carroll: Okay, that's helpful. I believe the city used to have mobile camera units that they deployed. Are those still in use?

Pineiro: When you say mobile, you mean like kind of the ones, like the boxes on the ground that are--

Carroll: No, I think they were car mounted, frankly. I'm not positive. But having gotten a couple tickets myself, a true confession moment, on I think it was Woodley or over there, where the speed limit was 25 and you know, coming down that hill. But there was no camera at the time, but I certainly got something in the mail. You know, these things work. And I think there's also some merit in bouncing them around. I mean, there was some discussion of redeployment of

existing facilities. The other thing I was going to ask is about the budget. There were some-- I thought I read an article in the paper that said, or in the news I guess we say these days, that said that some of the money was being held back from the cameras to be redeployed somewhere else? As these are revenue-generating systems, it seems kind of pennywise and pound foolish to step away from things that have the great public benefit and in fact generate revenue for the city. So those are two questions, actually.

Pineiro: Yeah, I can't confirm the budgetary piece from council. Obviously we want council to be very for traffic safety, and I think we have a lot of councilmembers, particularly Councilmember Frumin has kind of been on the forefront of that. But I think the council staff would probably be best suited to kind of assist where the monies have been distributed. If not, I can go in and ask some of our procurement members to see if there's a specification on that. And I actually forgot the second part of your question.

Carroll: The first part was are there mobile cameras still in use?

Pineiro: Oh, yeah. I don't know. Sahara, do you know that? I don't think we do. I know before the automated traffic safety program was handed to DDOT it was under MPD, so that might have been an MPD-led initiative. If that's true, then that didn't get grandfathered in with us, because now it's in-house in our agency. But we do have stop sign cameras, red light cameras, just other standard speed cameras. Some more controversial than others, as you probably have heard. But we try our best to disperse as much as we can and create variety to make sure that residents are not always expecting that it's the same thing each time.

Carroll: I'll close with this. There are four main arteries through my SMD. There are four main streets, rather. And Tunlaw we spent a lot of time talking about, and I think we're actually going to make some progress on that. Fulton is a raceway. I had two sisters visiting in the last week and they both commented on like, "Wow, people really go fast through here." Watson Street, and then Cathedral. And the number one complaint of all the people in this area is speeding on those four corridors. And of course people are trying to find ways to get faster onto Mass. Avenue from Maryland sections and farther west. But there is a lot of speeding that goes on in this area. I would be delighted if you guys could put something on Fulton and Watson, or Fulton or Watson, to try to begin to analyze what we could do in this area. That would be really wonderful.

Nabae: Sure. I actually just checked Fulton, so just like how speed humps are not recommended on high-functioning roads, speed cameras are not necessarily recommended on local roads because of the lower volume, and generally lower speed. So, again, I think just looking at Fulton, it might be a better candidate for vertical traffic calming like speed humps or speed tables. Again, not having looked in depth into volumes or roadway characteristics, I think this is something to consider. As you go on major arterial routes, automated speed enforcement is more appropriate for speed management or other corridor-type improvements that we discussed before. And then as you go into the neighborhoods and lower-functioning and lower-volume roads, then we would look at speed humps and speed tables, and potentially

raised crosswalks. So just, I want to like clarify on that distinction between the treatments for either classification.

Blumenthal: I'm going to interrupt for a minute because we really need to move on with this. I think the thing to do is we need to file TSIs for some of these really specific spots that we are aware that are problematic about that. And we can always take up this issue further at another meeting. I will let Gupi ask her question, and then we're going to move on.

Howie: Hi, I'll just be really quick. Kevin Lavezzo brought up a great point. When sidewalks cross alleys-- You know, like with young kids and they're riding their bikes, having to remind them that's an alley, stop, look before you cross the alley. Is it possible to have-- I know that you can't really, if you can't change the grading of the sidewalk with an alley, is it possible to paint a crosswalk on the sidewalk as it's coming out of the alley? Is that something that's possible? Does that make sense?

Nabaee: It is not something that-- We are required to paint a crosswalk when there is an ADA-accessible ramp and it's an actual crosswalk. Oftentimes that's not a crosswalk, so also like some the crosswalks have different materials. It is not always easy to paint. So I recommend if you have a specific locations that you are experiencing issues with, sharing that as opposed to trying to get a generic, umbrella response. I think case by case, we can--

Howie: I think I am asking for a general response. I'm not talking about a specific location. I'm just saying when a sidewalk becomes part of the alley's exit, is there a way to at least demarcate for the sidewalk people, that there's an alley, this part of the sidewalk is an alley, actually?

Nabaee: There are ways. There are other tools. Not necessarily in our toolbox en masse. Like, we have had some pilot installations. I think our safe route to school program had some installations of I believe they're called stars, these like vertical stars that are installed in the sidewalk. I am not sure if that-- I think that was a pilot for our safe routes to school, and I don't think they have that item as a usual treatment. We can check with them if there is a particular location, especially again, I think again we have all these locations. So it would be helpful to, areas in your neighborhood, you can share and we can talk to our internal teams to see what we can offer at that particular location. But that's one thing that I have seen DDOT do in the past before I joined DDOT. But I don't think this is like a routine treatment or necessarily a tool in our toolbox. We generally have enough problems on our streets that we have, you know, not really got into the alleys. Not to say alleys don't have issues. We've definitely seen some issues in the alleys. On some occasions we have installed rubber bumps in the alleys. So again, if you send us your locations we can look into it, send our engineers, and if we identify an issue, we'll work with what we have in our toolbox to address the issues.

Blumenthal: Okay, we will make a list and we will do this carefully and take it forward with your team as the issues come up, and follow up on some of these.

Nabaee: Thank you.

**Director Barbara Bazron, DC Department of Behavioral Health (DBH)
[1:27:49]**

Blumenthal: But we need to move on because we have the Director of the Department of Behavioral Health, Barbara Bazron, who's here to discuss the DBH's budget issues within the Mayor's budget. And also to give us a little bit of an overview of what DBH does. And I believe Marina Soto will access, will share her screen with us. Is that correct, Director Bazron?

Bazron: That's correct. Yes, good evening, everyone. I'm Dr. Barbara Bazron. I am the Director of the Department of Behavioral Health, and I'm one of your neighbors. I live on Cathedral in the Towers, and so I'm really happy to be here with all of you. I'm going to give you, in the interest of time I'll try to move through the budget presentation fairly quickly, and then I'll be available to answer any questions that you might have. As we begin, first of all, next please. I'm sure that everyone here is aware of the fact that there have been many challenges this year where within the Mayor's, Mayor Bowser's FY24 fair shot budget. We have, she has really had to consider things like the shrinking resources that are within the District, as well as significant increases in cost. As you know, as we are unwinding from COVID-19, many of the ARPA dollars and other federal aid that was coming in will end. And as a matter of fact, the federal emergency ends today, May 11th. And so we are still in the process, we are right in the process of the wind down. In addition to that, in February the CFO released information indicating that the District was facing a 1.7 billion dollar deficit. And you can see some of the things that the Mayor has had to address in terms of the significant cost increases on the slide that's presented before you. Next slide, please. So one of the things that we do know is that if you look at the existing, the Mayor's existing budget, you will note that behavioral health is one of the priorities. And certainly we were very delighted to see that behavioral health is a major priority, along with schools and recreation, affordable housing, safer streets, which are some of the issues that you were talking about here today, as well as increased access to bike, pedestrian and bus mobility and safety. She also has focused on downtown recovery, and I'm sure that you have noted a lot of the things that she's doing to try to bring business back to the District. Next, please. I want to indicate and share with you, this is the overall operating budget for the District of Columbia, and you will note that on the operating budget side, it's 19.7 billion dollars is the amount of the gross funds. And of that, 10.6 billion is from the local budgets. And you can see on the right hand side of the screen how those funds are actually allocated with human and support services really being at the top of the list, along with public education. And you can see the other issues, public safety and justice is also a major part of the Mayor's FY24 fair shot budget. Next, please. On the capital side, our capital budget, you can see is 10.3 billion dollars. And this is a six-year capital budget, and you can see that the areas in which these funds will be spent. And you will note that infrastructure and operations are a big piece of it, as well as public education, public safety and justice, as well as planning, economic development, and health and human services, and government-directed direction and supports. Next, please. I do want to spend a moment just talking about the DBH budget to give you some sense of how this priority area is being funded

within the Mayor's budget. I'd like to first start by saying that our goal is to provide whole-person healthcare to individuals with both mental health as well as substance use and co-occurring disorders. It is very important to kind of integrate their care so that they can live, work, and play successfully within the community. I think many of you probably know that we're in the process of moving forward with transformation as we integrate Behavioral Health Care Direct Services into Managed Care, which is under the auspices of our Medicaid agency, and we are working very closely with them to effectuate a full carve in of Behavioral Health. Next, please. If you look at our proposed operating budget, you will note that our operating budget for FY24 is 385,143,814 dollars, and you'll notice that we did, and we're fortunate enough to have a slight increase in our budget. The number of individuals within our Workforce changed only slightly, and you will notice that there was a small decrease in our capital budget. And that decrease is really related to some projects that have been completed, and therefore there is no need for continuation. And you will notice that the 12 million dollars that's proposed for FY24 is for another stabilization and sobering center within the District. We hope to launch the first one within a few months here within the District. And also for facility improvement at our state hospital, which is St. Elizabeth's Hospital. Next, please. You will also note that, and this is our gross budget comparison by funding level, and you will note that there is some changes within our budget, and I'd like to just briefly share some of them. Under dedicated taxes you'll see a decrease of 200,000 dollars, and that was really to provide additional support for gambling addiction. We will be providing training for our provider community around gambling addiction out of funds that we currently have in the budget this year. And it is interesting to note that gambling addiction is already a billable service under Medicaid, and so we will be able to move forward with that process. There are many individuals who are already receiving that service. You will also notice that under federal payments there's a slight decrease, and that is related to payments that we get from the Federal Marshals. We do provide inpatient psychiatric care at St. Elizabeth's Hospital for individuals with severe and persistent mental illnesses from the Virgin Islands who need an inpatient stay. And we just have fewer people who are in need of that at this time. Our federal grants have been slightly decreased because of the end of one of our grants for youth SUD, substance use disorder services. And also you will see that there is a slight decrease in our private line item, which really focuses on the patient accounts, the money that's put in accounts for our patients at St. Elizabeth's Hospital. And you will see that we have had an increase in our federal Medicaid payment, and this is from billing that is done by members of the Department of Behavioral Health staff, where we are reimbursed for Medicaid. Next, please. I think that it's important to kind of see how our funds are spent within the Department of Behavioral Health, and if you look at this chart you will note that 88 percent of all of the funding in our budget goes for direct services. And that includes adult and transition age youth services, services for children, and our ongoing clinical services, including our crisis services, as well as 27 percent of our budget goes to St. Elizabeth Hospital. You will note that we have a very small overhead for the department with one percent of our budget going to the Behavioral Health Authority, and eight percent for agency management. And that includes our internet technology, our claims and billing, and our facility management and medical records services. Next, please. You will see if you look at our budget by program that there are some changes. But a lot of this is a result of us moving funds into the right category, and as opposed to there being real decreases in the amount of money that we've gotten. You will notice under

child/adolescent/family services, there is a 7.33 percent decrease, and this is because of the end of some of those ARPA funds, those federal funds that were tied to the COVID-19 emergency. And also you will see under policy planning and evaluation, a 54 percent decrease in funding. And that is because we actually have merged that area with the Office of Accountability. Next, please. This is an explanation, a more detailed explanation of some of the budget changes that we have experienced. Here again, I think the 2.2 percent or 8.125 million dollar increase is really good news. And this is an increase when compared to our FY23, or our existing budget. You will also note that there's an additional 337,000 or 12 percent increase in the special purpose revenue due to increased billing to our managed care organizations by several of our service lines. And that includes school-based behavioral Health, our crisis psychiatric emergency program, and the services that are offered at 35 K Street. You will also notice that we do get additional Medicaid money through what's called administrative claiming, where our staff do tasks that can be claimed through Medicaid. And I must tell you we leverage every Federal dollar we can on behalf of the residents of the District of Columbia and Medicaid, along with our other federal grant portfolio is really important to us. You'll notice that there's a slight decrease that I talked about before because of the conclusion of one of our grants, but we will be continuing the services that were funded there, and it is substance use disorder services for individuals who are among our transition age youth population. And we do have two providers who will continue. I'd now like to just give you a budget overview that focuses on some of our services. Next, please. First I think that I need to say that the District of Columbia is really at the forefront of states within the United States and other jurisdictions, where we have over 50.4 million dollars in our budget to support children, youth, and families, which includes 7.3 million for prevention and early identification services. And 37.6 million for school-based behavioral health. We are one of the few jurisdictions that has enough funds to place one school-based clinician in every public and public charter school within the District of Columbia, so we're taking the services where children are for most of their day, which is in schools. You will also notice that we have funding to support 182 child development centers and home health care providers, and this is a consultation support service for the adults who are responsible for those young people to identify potential behavioral issues that the children may be evidencing. And for the first time, this year and this will be continued next year, we'll be providing direct treatment services to eight of our healthy futures programs that are within the child development centers. And that will provide direct treatment services to the young people as well as through their families. And then here again as I said earlier, we have funds for all 253 public and public charter schools. And we have the funding to place a clinician in each of those. Next, please. The other thing is we have 72 million dollars for mental health services, which really leverages 164 million in federal dollars, and these are Medicaid dollars. And I think that that's important so that we see that every resident gets the services and supports that they need. We also have 52.6 million for substance use disorder services, which includes 28.2 million to respond to the opioid crisis. And most of that is through our state opioid response grant from the Substance Abuse and Mental Health Services Administration that is really addressing the opioid crisis. Next, please. This is one of the areas that came up earlier in the conversation where you were talking a little bit about some of the crisis services and needs of our residents within Ward 3. We have 18.3 million dollars for crisis services in our budget, and this really is designed to make sure that people have someone to talk to, someone to respond to, and a place to go. And this includes

our 24/7 crisis call hub, which is our ACCESS helpline, and our 988 crisis and suicide line. If you need or you see someone who is in need of mental health services or substance use disorder services, you can simply call 988. You will be connected to our ACCESS helpline and they will be able to get the required services for that resident. We also have our mobile crisis outreach teams. I am sure that you are well aware of our community response team, which is out there in the community 24/7, responding to crises, mental health crises for our residents. As well as our CHAMPS mobile outreach team for our young people. And also, it funds our crisis receiving facility, which is CPEP, our crisis psychiatric emergency program, which is located on the grounds of DC General Hospital, the old DC General Hospital. Next, please. We also receive money to continue supporting over 1,700 residents with housing. Actually, it is 1,702 residents that are currently in our program, and we have 28.4 million dollars to maintain support for individuals who have serious and persistent mental illnesses and do need housing. This includes our mental health community residential facilities, and we have 614 individuals who are in our group homes, that's what our MHCRFs are, as well as 878 first home vouchers, and these are individuals who are in apartments throughout the community. As well as 210 local rent subsidy program vouchers, and that's also for individuals who are living in the community. Next, please. We also have 103 million dollars to support Saint Elizabeth's Hospital. Our hospital was built in 2012 and now it needs, certainly, some capital improvements to ensure that the environment of care is sufficient for the individuals we provide services for in our 292-bed hospital. Next, please. We also have received some budget enhancements within the Mayor's budget. And we have 1.7 million to support on-site housing for individuals who may be experiencing some difficulty living in the community. And I want to come back to that in just a moment as I talk about the markup that has been done by our council. We also have 1.1 million dollars to support nutrition and pharmacy needs at St. Elizabeth's Hospital. The cost of both drugs and food have gone up, and so we do have to make sure that the patients have what they need. We also, as I said earlier, will be opening a second sobering and stabilization center, and the 9.5 million is for capital funds. And then there's another 2.2 million dollars to support the first operating, the first sobering center which will be located at 35 K Street in the District. I also want to point out to you that we have 24.4 million dollars in the Mayor's proposed budget to support increased Medicaid rates for behavioral health care services and newly eligible services. The rates have not been increased for Medicaid since 2016. And we will be moving forward with those increases so that our providers will have the funds to be able to provide the services with fidelity. And this also includes the services for the alliance benefit for those individuals who are new to the community. And so we're delighted to see that. Now I'd like to spend a couple moments talking about the markup of the Mayor's proposed FY24 first shot budget. Next slide, please. And the markup is currently finished. Council will vote on the budget on May 16. That'll be the first vote. And the final vote will be on May 30th. And so as you know, as a part of the budget formulation and finalization process, once the Mayor has completed her budget, she submits it to council, and then council will and can make changes in the budget, and then we'll move it to finalization. So what you can see is that there is a 4.6 million dollar reduction in the Department of Behavioral Health budget, which includes 873, 000 in housing support services. And I must say that this 1.7 million was in the Mayor's budget to provide for enhanced case management for individuals who are living in apartments within the community who may be evidencing some behavioral challenges that require additional supports, and so we will have

less funds to provide those services in FY24. There's also a decrease in 3.1 million dollars in our funding to support our local match, and that's the Medicaid match for the services that will be provided to our residents. We have a 30 percent match requirement. Medicaid services are an entitlement, and that means that individuals must get the services that they qualify for and need, and we will be experiencing a 3.1 million dollar deficit there. You will see some other, smaller decreases in budget, and that includes some decreases in legislative and public affairs, in our training institute, and adult and youth services, and substance use disorder services. And this is direct care services, as well some decreases at St. Elizabeth's Hospital, and also the specialty services for child adolescents and family services. And evidence-based practices, which we feel are extremely important to help people with behavioral health challenges move into recovery and be able to manage their illness. The committee did add a million dollars in enhancements to our budget, which includes 325,000 dollars in school-based behavioral health to fund a student-peer educator pilot so that students will be able to actually share information around the school-based behavioral health program with their peers. We also have a 600,000 dollar substance abuse and behavioral health services pilot, which is to provide the community resource services in a couple of targeted areas within the community. And this is the community response team would be providing those services. There's also a hundred thousand in signing and retention bonuses for staff within the community response team, and the child and youth mobile crisis services. This is really one of the reasons that this is in here is because you know we have had workforce challenges. We particularly are really working hard to not only keep the clinical staff that we have, but also to attract other clinicians to the District. So that is a very quick overview of our budget. And I am available to answer questions that you might have, Madam Chair.

Blumenthal: Thank you, Director Bazron. That was a very interesting and comprehensive budgetary overview. We had a little bit of a mix up in the understanding of your purpose here tonight. You were coming to talk about the budget, which we were very interested to hear about. We were interested in talking about how the Department of Behavioral Health can help us deal with issues of mentally ill people disturbing the peace in public places. And I'm wondering given the fact that this has gone on for so long, that maybe you could recommend some people from your crisis teams, and we could schedule them to come at another time to talk about problems similar to the one that happened at the Colonnade. How do we respond to that? Problems that we have with people on the street suddenly feeling threatening, acting threatening or violent. I just think we don't have time tonight to get into that full discussion, so I'm asking your indulgence in that, and perhaps we can just discuss scheduling that for another night for a long discussion.

Bazron: Yes, I would be happy to come back, and also to bring some members of my team who are actually working directly within the community and addressing some of these issues. And that includes our community engagement team, as well as our community response team, as well as members of our state opioid response. And we have a whole variety of certainly peers and other services and supports that are available to address the needs of individuals who have behavioral disorders who need an additional support in the community. Happy to do that.

Blumenthal: Okay, well, we will follow up with you. And thank you very much for your indulgence tonight, and with the lateness of this budgetary presentation. And we appreciate it.

Bazron: Yes, but the one thing, Madam, if I might say, if you see people who are in need of care, you can certainly call our ACCESS helpline at 1-888-7-WE-HELP. Or simply dial 988, and that will take you to our ACCESS helpline. And then we can get the services and supports that are required by that individual in the community. 988.

Blumenthal: That's great to know, and we will publicize that. But I do look forward to a longer discussion about this, because it's a very, it's a big issue in our community.

Bazron: Well, thank you. And your community is my community. As I said, I live right there at the Towers on Cathedral.

Blumenthal: All right. Thank you very much.

Bazron: All right. You're welcome, and good night.

Proposed Bus Changes [1:58:01]

Blumenthal: All right, we are now moving over to the discussion of the proposed bus changes. Oh, Gupi? Oh, okay.

Howie: I was telling my child to stop talking to me.

Blumenthal: Okay, sorry. To the proposed bus changes, which I know a lot of people want to discuss. On April 18th we were informed by WMATA, which is Washington Metropolitan Area Transportation Agency, it's a group that runs at the behest of the governments of the District of Columbia, Maryland, and Virginia, and is funded by all three entities. And we received from them the launch of the first phase of their Better Bus Visionary Network plan. This Visionary plan was put together based on a survey, an online survey that was done last year, which I don't think many of us were very familiar with. And so we were a little bit surprised to see major changes proposed in the first iteration of the plan. We are going to respond to these major changes to the bus lines by the comment deadline date, which is June 5th, but we expect there will be another round of plans, and buses, and commenting. We certainly hope there will be because our neighborhood has been offered another reduction in public transportation services, which we cannot put up with. And we are proposing a resolution tonight that will put WMATA on alert to the concerns that we have with the changes that are being proposed. And I just want to, in the interest of time, run through quickly the changes that are proposed, the fact that we are flagging them to WMATA, and what you as Citizens can also do. Because we need to have a robust response before June 5th in order to get the attention to this neighborhood that it deserves. So, first of all, as it affects our neighborhood, the proposal is to end the D2 line and replace it with a line called DC201, which is created to specifically, I think, to get students from

our area to the new high school on MacArthur Boulevard, which will open this fall. Right now there is no public transportation from our area to that high school. The new bus line does not do anything for our neighborhood other than get kids to the high school, so we are telling DDOT that we do not want to lose the D2. We do not want to lose our direct line to the Dupont Metro. We do not want to lose these bus stops that exist in interior Glover Park where the hills are too steep for a lot of people to come out to the main arteries that have bus lines on them. We're also telling WMATA that we believe that the reduction of service on the 30 lines on Wisconsin Avenue are not warranted. In terms of getting people to Glover Park from Glover Park, workers, teachers, students, everybody, we need more bus service on Wisconsin, not less. We're concerned about the bus service on the N2, and the N4, and the N6. Or the N4 and the N6. They're being cut for people who live on Cathedral Avenue, which is part of our purview. The proposed trade-offs are unacceptable for that area as well. So our general position is that we would like WMATA to revisit all these issues and to make an investment in the future of public transportation rather than cut it. Now, I know I'm talking a lot, but I'm just trying to get through this first. Some of Ward 3 ANC's met with Councilmember Matt Frumin last Saturday and this issue came up. And his position was very similar to ours, which is that WMATA should not be cutting now, it should be investing. But the issue is a matter of money. I mean, we've seen from that budget presentation, you can see how everybody has budget issues right now. And WMATA particularly does, I think, largely because of loss of revenue from the pandemic. However, Councilmember Frumin's position is there should be a way to find the money to keep them going forward, and to keep them building and investing. Because once they've cut, it's almost impossible to get things back. So we are very supportive of that position. He also responded well to my suggestion that we ask for an extension of the comment period so that the Ward 3 ANCs could work together so that we don't take away from each other, but that in our comments and suggestions, we actually build a better network for the entire Ward, or northwest DC, since we all share the same needs of getting out of our neighborhoods and into downtown in a reasonable and reliable fashion. So that is the essence of our resolution. We are still fine tuning it, but we are all in agreement, I think, on where the fine tuning is going. We all believe that, you know, if you build it, it will come. If WMATA creates a bus network that works for the people who need to ride buses, they will ride the buses. And so we're going to be pushing in that direction as hard as we can over the next period of time. That said, I will allow other commissioners to speak and then take some questions.

Lavezzo: I just want to say that it's extremely important that everyone comments on these. You know, we can do certain things as an ANC, but if you make commentary to WMATA on the Better Bus website, you email WMATA, you let the city government know as a citizen of the city, you know, outside the ANC, what the priorities should be, that will go a long way. And hopefully the comment period does get extended so we can engage more folks. There is a meeting next Wednesday that is for ANCs that I believe a lot of us are going to, in person or virtually, to voice our opinions on what they're doing to public transit in Glover Park.

Blumenthal: The link for making a comment is on our website at anc3b.org. And it's the comment part of their website is difficult to negotiate, so try as hard as you can. We're also collecting things at anc3bmail@gmail.com, which we will be delivering to WMATA as well. But it

would be advisable to try and use the comments section on the Better Bus website. Any other commissioner comments? Ben?

Bergmann: Yeah, just a sort of process point to add on to that. I know that some of the buildings that I represent are going to have the boards send comments, so I know that that is true for other folks that have associations or different groups. I think the PTAs of the various schools could be other, another player to weigh in on some of these things. Any group that has an interest in the connectivity, I think the more, the merrier. But also that those different groups-- They're going to expect the ANC, but yeah, they're gonna need those.

Blumenthal: We're working with the Main Street organization to get businesses to also respond and to comment on this, as well. If there are no more commissioner comments, I'd like to take comments from the participants. Please raise your hand.

Lane: We have Phillip Bishop and Adriana.

Blumenthal: Okay, Phillip?

Bishop: Thank you, Ms. Blumenthal. I appreciated your comments going into this discussion about the bus service, and I was encouraged that you're supportive not only of keeping what we already have, but actually improving on it. I have a lot of comments about the buses in the Glover Park area. I've shared all of them with several people on this call, so I won't go into detail with those. But what I did want to say is just to touch on, there's maybe a stereotype-- A stereotype that people who use buses can only use the bus. And I just want to stand for an example of I choose to use the bus. I choose to use public transportation and not own a car in Washington DC, and I think there's a lot of people that want to make that choice, but reduced bus service makes that very difficult. And when you're trying to do a calculation between your money and your time, when your time gets wasted by waiting for the bus, it makes purchasing a car and using a car more appealing. Which contributes to air pollution, and traffic, and all of the negative things associated with increases in car traffic. I've seen a number of times when I would use the bus in the early morning to go downtown, south of the Mall, to L'Enfant Plaza to go to work, when there's in excess of 20 to 30 people waiting at Calvert and Wisconsin to go Southbound. 30 people at one stop. The bus intervals are not consistent. And some people I've seen pull out their phone and call Ubers because they can't get the bus on time, and they don't want to be late. When people spend money, 30 dollars on an Uber, clearly they are choosing to ride the bus because this is something that they want to do and they're not forced to do. So I think this really should be for everyone, not just looked at as, you know, people who can't afford a car are the only ones that ride the bus. That's just not the case in Washington, DC. And I hope that increases in bus service, more regular, predictable intervals can be a mainstay of at least the 33 and the D2 line, which are the two that we're maybe concerned with the most here. So thank you for my comments. I appreciate the time.

Blumenthal: No problem. Adriana?

Adriana: Hello. Thank you for giving me a voice. I'll try to be short. I just want to explain something about the D2 because it's a bus I've been taking for over 20 years. Currently, the route we have, it's about 30 minutes from one end to the other, Dupont Circle to the end of Glover Park by Stoddert. With a new route that takes us nowhere and definitely not to Dupont Circle, it is going to take forever. Nobody will take this proposed bus. Nobody that goes to work downtown will take this bus. And not only that, because the way the neighborhood is built and surrounded by nature, that makes the crossover to the other side impossible. It's like a cul-de-sac, where only these bus comes. Of course, I'm lucky I live close to Wisconsin. I can take the bus there, but other people who live in the end of this neighborhood cannot do that. And I would like to agree with the previous commenter. I, too, choose to take the bus. We do have one car, but I choose to take the bus. It's the way for me to go everywhere in this city. I took almost every single line, so it's important that everybody comments. I will have to say it's easier to do it on the desktop, and we'll see what happens.

Blumenthal: Thank you, Adriana. I just want to note that Adriana ran the campaign that saved the D2 the last time they tried to cut it, so she is very skilled in this. And she has been a partner to the ANC so far in this process, and we hope that that continues. And we do support everything she says.

Adriana: If I can add one more thing is that it is very poorly advertised by WMATA. I mean, there is nothing except they had something on Twitter, something on Next Door. And when I looked on their website they say, "Oh, make sure you spread the word." It's not our job to spread the word. It's their job to spread the word, but they are not going to do it. So, please, everybody who's in this meeting, tell your neighbors. Try to ride this bus at least once. You see, it's a wonderful bus. It goes on Q Street, it's a pretty street. And, yeah, please comment that we really need as a neighborhood this bus. Thank you.

Blumenthal: Any other people want to talk?

Lane: We have Barbara Lange and then Kathy Reilly.

Blumenthal: Hey, Barbara.

Lange: Yeah, I would like to add to Adriana's comments. You know, I take the bus. I have to take the bus every day to work. I take both the Circulator and the Metro buses, as well as the Metro. And we definitely need 33 in our neighborhood. We definitely need-- We don't need reduced bus service. We actually, we need it more. And there are times when the bus comes when it's over 30 people. The intermittency is inconsistent. There are times when they're crowded. There are times, you know, when the buses don't come on time or we have to call an Uber or Lyft when the bus doesn't show up, and then you pay 30 dollars because you have to get to work. And that's not right.

Blumenthal: Okay, thank you, Barbara. I've forgotten who's next.

Lane: Kathy Reilly.

Blumenthal: Kathy.

Reilly: Hi, thank you. This was a good meeting. Quick question. You had mentioned that we should be doing letter writing and the Better Bus website is somewhat difficult. Do we have an email address that we could send that would go directly to the WMATA? I'm not so sure sending it to each board member is going to be effective, maybe it is, but do we have an email we can do it if we can't get the information on the Better Bus site? Or put our letter in there?

Blumenthal: I think we need to find that out and let you know.

Reilly: Okay, okay.

Blumenthal: Which we will do.

Reilly: That would be good, because I mean, we can send it to the council, but it's not going to be that effective because WMATA is the-- I mean, I'm definitely going to send it to Matt, but WMATA is the funding thing. And the other thing I just wanted to add is one point that we've all talked about, or we think about but we haven't really articulated, is that the D2 is our direct connectivity line to the red line. And I mean, this bus runs all the time. I've taken it at like 1 o'clock in the morning from downtown Washington. The other bus lines, the 30 is intermittent up and down from the red line at Tenley. And the stuff on Mass. Avenue is a rush hour. So if we lose this line, we are not only going to lose our bus service, we're going to lose our connectivity to mass transit. And that is a problem, and we really need to stress that. That's all I have to say.

Blumenthal: Okay, well, we agree with you and we will stress that.

Lavezzo: I'd like to add that if you look at the timing of the bus that replaces it, it is 15 minutes during rush hour and 30 minutes during non-rush times. But it doesn't address after 10:00 p.m. So the Better Bus website does not tell us if that bus is going to run once an hour, you know, every 45 minutes? You know, and every 15 minutes is kind of pushing it anyways for as popular as this bus is. And the replacement for the 31 or the 33 are the same way. You know, it's a five-minute headway advertised during rush hour, but anyone who takes the 30 buses, as I do sometimes, knows. And it's not really five minutes. And 12 minutes off peak is not 12 minutes. And we don't know what it's going to be from Better Bus after 10:00 p.m. It's a 24-hour bus. They don't tell us if it's every 30 minutes or what. So the website is also very ambiguous.

Reilly: And the other thing I wanted to say was, you know, I've taken it from downtown, you know, during the basketball tournaments when I've been down watching games with friends at bars and stuff. And I was always a little concerned about getting on the bus and walking home, but I've caught the bus at like 12:30, quarter of one, one o'clock at Dupont Circle, and the bus was loaded and everybody got off in Glover Park like around Benton Street and 40th Street. So there's a lot of people that use the buses, and I think that, you know, it's not just one or two

people at those hours.

Blumenthal: Great. Thank you, Kathy. Anyone else?

Lane: No.

Blumenthal: Okay, therefore I move that we vote on the resolution that raises every single point that I've heard tonight plus several more.

Bergmann: Second.

Blumenthal: Thank you. All in favor? Gupi? Okay, the motion carries five to zero. Six to zero, five to zero, six to zero, whatever.

Lane: Six to zero.

Blumenthal: Sorry, it's late.

Letter in Support of Stoddert Expansion [2:17:35]

Blumenthal: Now we have to-- We're taking a request from Stoddert that Gupi is going to tell us about.

Howie: Sorry, that's why I was a little bit distracted with that vote. So a quick update from Stoddert with the addition to remove the trailers from the parking lot. The overwhelming support from the teachers and staff is they want the cafeteria to be on the west side of the building, kind of in the trees near where the parking lot is for the teachers and the current trailers are. And that would require an additional amount of money that is about 6.2 million dollars. A few of us went to the Chairman Mendelson's meetup on Saturday where you get to just like talk to him face to face. And he seemed to be open to the idea and actually recommended that we also reach out to the at-large members of the council in addition to Councilmember Frumin, who's made this a high priority of his to obtain those 6.2 million dollars. So they vote on the budget on Tuesday the 16th, I believe, Monday or Tuesday. And I was hoping that the ANC, if I drafted a letter, would be willing to sign on in their support of us requesting, us being like the Stoddert community, requesting 6.2 million additional in the budget from the Mayor.

Blumenthal: I have a question, though. It's not just the moving of the cafeteria, though? It's the addition of more classrooms as well, right

Howie: Well, yeah. Okay, so right now it's only eight classrooms that they have planned for. Matt Frumin had originally planned to ask for two more million, two million dollars more to add two more classrooms, and one of them being a second pre-K four, because we are the only school in Ward 3 that doesn't have a pre-K three, and only has one pre-k four class. So the 6.2

would include Matt's request for two additional classrooms, so we're going to add ten classrooms to get out of the trailers, plus two more additional classrooms, and then a cafeteria that is adjacent to the playground.

Blumenthal: And it's a larger cafeteria that can hold more students, correct?

Howie: Yes.

Blumenthal: And whatever happened with the idea of building the building so a third floor could be added?

Howie: So that's still-- That's not an issue, that's still going to happen. The east side of the building where the classrooms will be added will still be ready for a third floor, if it's ever needed.

Blumenthal: Okay.

Howie: So having two different construction sites happening, there's the east side where the classrooms will be built. And then it's going to be a phased approach so they will build all-- They'll move the trailers into the building, and then the next year they'll, or the next whatever fiscal year, they'll work on the cafeteria on the west side. So that adds like, I guess like delayed construction, more time, I don't know. The reasons why they gave us for it being more expensive to take the same size footprint of the cafeteria to put on the west side, it just like delays the timeline and that just increases manpower, I guess, or man labor.

Blumenthal: Okay. Any other commissioners with questions.

Lane: Kevin Carroll.

Howie: And I will forward you guys the draft letter.

Blumenthal: We have to approve it first, so don't do anything yet.

Howie: Oh, okay.

Blumenthal: Kevin Carroll, did you have a question?

Carroll: Yeah, I was just-- I was curious. I think Gupi actually addressed some of my questioning about sort of cost per square foot. A lot of times when you go to contractors in the middle of all this they say, "Oh, well, you know, the cost per square foot if you do it your way is, you know, 35, 40 whatever percent more." And if we were getting that, and you know, your sense of whether or not we're being held over a barrel to try and get what we want. Or whether the things that they outlined in terms of construction schedule delays seem to justify that in your mind. I mean, I'm obviously--

Howie: I will say it has been very difficult working with DCPS and DGS to get numbers that are comparable with different options, like comparing apples to apples. Clearly they, in their mind, want to move forward with everything being on the east side of the building. Just before this meeting we had a SIT meeting. Essentially right now it just comes down to like the next four or five days of can Matt Frumin garner getting us 6.2 million dollars additional? If he does, great, then we can just move forward with moving the cafeteria to the west side. If he doesn't and we fail, then we have to sit and like talk about the money we do have and working with the best, worst option. But we've tried to get numbers, cost per square foot, cost per student, per like-- It's not been very easy. It's been very frustrating.

Carroll: That's unfortunate. Yeah, that sounds very frustrating. I was in one of the earlier SIT meetings, and I sensed a great deal of frustration. And it's-- These are things that they should be able to answer, and it's annoying when they can't. Thank you for your hard work on this.

Blumenthal: Okay, I'm gonna find out if there are any questions from the participants, and then, Gupi, you can move and we'll vote.

Howie: Oh, I think Elias is on this call. Hopefully he's still on this call. He's from--

Blumenthal: He was here.

Lane: He's here.

Benda: Hi, everyone.

Blumenthal: Hi, Elias.

Benda: How's it going? Really appreciate you having me. You have done a very good job of giving many of our updates on Stoddert. Really appreciate the work Gupi has done with the SIT. As she said, we're meeting right now amongst the council to get the 6.2 million dollars for the additional two classrooms to the addition, which would bring the total new classrooms up to ten. As well as funds to locate the cafeteria on the west side of Stoddert. We should know whether or not we got that money by Monday. As Gupi said, Tuesday is the first final vote on the budget, so we need to secure those funds before then. And beyond that, really appreciated the updates from DDOT and the director, and especially on the Better Bus network. We appreciate it. Yeah, sorry.

Blumenthal: Elias, can I just cut you off there because we need to deal with this one issue right now, and it's late.

Benda: Oh, sorry, sorry, sorry. I thought it was community updates.

Blumenthal: I just wondered if you had anything to add from the Councilmember's point of view. But I think--

Howie: No, I think somebody had just said, "Is Councilmember Frumin on this meeting? And it would help just to know if his office acknowledges the receipt of this." So that's why I was just bringing Elias to the--

Blumenthal: Okay.

Benda: I appreciate it. I'll put my information in the chat.

Blumenthal: So what we need to do as a commission is authorize the sending of the letter, which means that we need to vote on Gupi's proposal that we do so.

Howie: The letter will go to Mendelson and the at-large members, specifically.

Blumenthal: Specifically? Not everybody in general?

Howie: I guess. Yeah, I guess we can go to everyone in general. Yeah, I guess we need their support, too. Yeah, it'll go to the entire council.

Blumenthal: That makes sense. Okay, Gupi, you want to make a motion?

Howie: I'd like to make a motion to send a letter advocating for 6.2 million dollars to be included in the Mayor's budget.

Blumenthal: I second it. Okay, all in favor? Okay, six to zero. It passes. You need to get us the letter fast.

Howie: I will forward it tonight.

Blumenthal: Okay, all right. Melissa and I will get it signed and back to you. And you can send it around. Okay, thanks.

Open Forum [2:26:15]

Blumenthal: Okay, we're at open forum. I'm hoping nobody has anything to say. Does anybody have something?

Lavezzo: I'll be quick.

Blumenthal: No, you can't have-- Go ahead.

Lavezzo: I just want to remind everyone that Bike to Work Day is on the 19th of this month. So

there are resources online to look for. If you're interested in trying it out, you know, my email address is 3B01@anc.dc.gov. And I can talk to you about bike commuting and routes if you like. So don't be afraid to email me.

Blumenthal: Okay, anybody in the audience here specifically to say something to us in open forum? I don't want to cut you off.

Howie: Mr. Barclay wants to say something.

Barclay: Excuse me. Hi, everybody. I'm with the Mayor's Office of Community Relations and Services. I'm your Ward 3 MOCR. I'm gonna drop some information in the chat just to keep things brief. But I'm gonna also put my contact information in the chat. But Mayor Bowser yesterday had a public safety summit, and we encourage you to watch it. The link is in the comment I just made. Also, we have a new DOB director. That information's in the comment as well. There's some DPR events for seniors coming up, check those out. Also, it's Passport DC this month, so a lot of cool things happening in embassies. Please check those out. Veterans, career fair, and network series, check that out as well. So, hope you're good. Thank you, guys.

Blumenthal: Thank you, Matthew. We're moving--

Lane: We have another comment from Phillip Bishop.

Blumenthal: Okay, Phillip.

Bishop: Thank you. Real quick, I just wanted to mention that more data about crime in the neighborhood would be better, even if it's just statistics. It doesn't necessarily have to be a long and drawn out presentation. But if there's a PDF that kind of compiles this month to month I would be interested in seeing that. I just wanted to mention that. Thank you.

Blumenthal: Thank you, Phillip. And we will follow up on that crime stat thing with Lieutenant Johnson, as well.

Administrative Matters [2:28:28]

Blumenthal: Okay, we're moving on to administrative matters. I move that we approve the March and April minutes, even though I haven't really edited them, but they're there.

Howie: I second.

Blumenthal: Okay, all in favor? Okay, minutes are approved. Ben, you need to read the monthly financial report.

Bergmann: Yep, at the beginning of the month we started with \$33,662.30 and we ended the month with that same amount. Nothing has happened. We don't have interest, and it's not an interest-bearing account. And we've got no funds and made no checks. So there you go.

Blumenthal: Thank you, Ben. We don't have to approve it, we just have to hear it. Last month Melissa walked us through the changes to the bylaws that needed to be updated and amended via-- Due to process we couldn't vote on them for a month so that people would have time to review them. I have heard no comments from anybody about this, so I move that we approve the revised bylaws.

Howie: I second.

Blumenthal: All in favor? Motion carries six to zero. Our next meeting is Thursday, June 8th. Hopefully we will keep the agenda shorter. Yes, Ben?

Bergmann: Sorry, just one point. I just want to-- I don't think we have to move as we discussed, but we have to get a post office box for our--

Blumenthal: Yeah, but I think we can just take that right out of--

Bergmann: We can just do it. But we will have a PO Box that people can then mail comments to, theoretically.

Blumenthal: Theoretically. Yeah, we got rid of the post office box because nobody used it, but it turns out we can't have a bank account without a post office box or something like that. So in that case I move we adjourn. Second.

Howie: Second to adjourning.

Blumenthal: Okay we're adjourned in the longest meeting of ANC 3B's history. Okay, good night, everybody. Thank you all.

Howie: Thank you, friends and neighbors.

Blumenthal: Thank you for participating.