# AGENDA

# **CPCA Board Meeting**

October 7, 2020 (Via Zoom)

In attendance Barr Weiner, Isaac Bowers, Elizabeth Ferenczi, Hans Miller, Alli Bernstein, Tom Miller, Susan Shinkman, Sauleh Siddiqui, Jennifer Ward, John Korbel

- I. Minutes approval and posting: The September Board meeting minutes were approved unanimously
- II. Treasurer's report: Since the last meeting \$920 has been received, mostly through PayPal renewals of membership. Auto-renewals are to be encouraged. CPCA paid an earlier \$2,500 grant made in 2019 to support the launch of the CP Main Streets program.

## III. Old Business (2-3 mins)

a. Fall 2019 member survey results: We are finalizing the survey to share during our upcoming community meeting: <a href="https://docs.google.com/presentation/d/13jnJfB\_3NI32i3qF4T5wl6Z04MuR0nrf-ffis8cMxXM/edit?usp=sharing">https://docs.google.com/presentation/d/13jnJfB\_3NI32i3qF4T5wl6Z04MuR0nrf-ffis8cMxXM/edit?usp=sharing</a>), where we will discuss key findings. Two key reasons members said they joined CPCA were finding out what is happening in the neighborhood and advocacy with DC government for neighborhood interests.

#### IV. Committees

- a. Comp Plan next steps/fall hearings: CPCA has two goals here: educate and advocate. On the latter point, we decided to send out a member survey focusing on key considerations rather than detailed comment on the text of the plan, followed by a meeting, to help guide thinking on CPCA comment.
- b. Transportation
  - i. Reversible lanes: In anticipation of an initial discussion of community engagement on the DDOT study, Board members identified three goals in priority order:
    - 1. Eliminate reversible lanes
    - 2. Provide for bicycle lanes
    - 3. Provide for parking for businesses (which have stated as important)

The Board also agreed to solicit member input on the study to inform CPCA engagement on the study to inform DDOT's efforts to develop a narrower set of proposals for public input for December.

### V. Membership—renewal and growth plan

a. Renewal and outreach plans: Marjorie Stuart has begun providing help with information on new arrivals so that we can provide welcome postcards with information on CPCA, encouraging them to join. The Board discussed ideas for reaching other non-member residents, such as broader use of postcards and outreach to apartment buildings building on similar efforts last year.

#### VI. Meetings

a. First membership meeting prep: Prior to the meeting, we will send an announcement on the CPCA listserv and provide a copy of the survey to facilitate discussion of additional areas for CPCA activity this year beyond those addressed in the meeting announcement.

#### VII. Misc.

a. Halloween in CP: CPCA is encouraging our neighbors to follow the Mayor's Covid-19 directive and to discourage traditional door to door trick or treating, which is designated a high risk activity. We are investigating partnering with a Connecticut Avenue business, possibly Tino's Pizzaria, to provide

- a bag of Halloween treats to children who bring a picture of themselves in costume. These photos would be displayed in the store windows (with a banner that says Cleveland Park is Celebrating Halloween Safely) to make a fun display. In addition CPCA will coordinate with administration of The Brooks to provide Halloween goodie bags to their children in residence. The board approved a maximum of \$500 for this initiative.
- b. CPCA/CPWP Village engagement: The Village has expressed an interest in joining forces to publicize our respective programs on each other's platforms and when appropriate co-sponsor events. The Board approved this initiative. We decided that a minimum of a week's advance notice would be necessary to implement effectively.
- c. CPCA signage on Wisconsin Avenue: CPCA plans to place signs on Wisconsin Avenue as we did on Connecticut Avenue reminding people to wear masks, etc.
- d. Slow Streets: Barr will send a follow-up letter to DDOT re including Cleveland Park in the program, noting Rodman and Newark as options and calling on DDOT to ensure traffic on other streets would be appropriately managed, e.g., through use of additional speed limit signs.