



## BOARD OF DIRECTORS

Wednesday, March 8, 2023

12:00 P.M. - 2:00 P.M.

WebEx Virtual Meeting (provided to members only by email)

Public livestream on website

### AGENDA

- 12:00 P.M.    1. **CALL TO ORDER**  
*Kate Stewart, COG Board Chair*
- 12:05 P.M.    2. **CHAIR'S REPORT**  
*Kate Stewart, COG Board Chair*
- 12:10 P.M.    3. **EXECUTIVE DIRECTOR'S REPORT**  
*Clark Mercer, COG Executive Director*
- 12:15 P.M.    4. **AMENDMENTS TO THE AGENDA**  
*Kate Stewart, COG Board Chair*
5. **APPROVAL OF THE MINUTES FROM FEBRUARY 8, 2023**  
*Kate Stewart, COG Board Chair*  
**Recommended Action: Approve minutes.**
6. **ADOPTION OF CONSENT AGENDA ITEMS**  
*Kate Stewart, COG Board Chair*  
**Recommended Action: There are no items on the consent agenda.**
- 12:20 P.M.    7. **REGION UNITED: LOCAL EXAMPLES OF IMPLEMENTING EQUITY EMPHASIS AREAS**  
*Evan Glass, Montgomery County Council President*  
*Michael O'Connor, City of Frederick Mayor*  
*Justin Wilson, City of Alexandria Mayor*  
  
The board will be briefed on examples of how COG member jurisdictions are using Equity Emphasis Areas (EEAs) within their local government policies and plans.  
**Recommended Action: Receive briefing.**

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.  
Visit [www.mwcog.org/accommodations](http://www.mwcog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD).

- 1:00 P.M.**      **8. COG ELECTION OFFICIALS COMMITTEE REGIONAL UPDATE**  
*Richard Keech, Loudoun County Office of Elections Deputy Registrar*  
*Terri Stroud, District of Columbia Board of Elections General Counsel*  
The board will be briefed by the leadership of the COG Election Officials Committee on plans for upcoming elections in the region.  
**Recommended Action: Receive briefing.**
- 1:25 P.M.**      **9. FIGHTING HATE FOR GOOD: HOW TO SPEAK UP AGAINST THE RISING TIDE OF ANTISEMITISM, HATE AND EXTREMISM**  
*Meredith R. Weisel, ADL DC Regional Director*  
The board will be briefed on the rising antisemitism, other forms of hate and extremism we are seeing throughout our communities and discuss what we can do together to combat this hate and extremism regionally.  
**Recommended Action: Receive briefing.**
- 1:55 P.M**      **10. OTHER BUSINESS**
- 2:00 P.M.**      **11. ADJOURN**  
The next COG Board Meeting will take place in-person on Wednesday, April 12 from 12:00 – 2:00 P.M.

**AGENDA ITEM #2**

**CHAIRMAN'S REPORT**

# **AGENDA ITEM #3**

## **EXECUTIVE DIRECTOR'S REPORT**





## MEMORANDUM

**TO:** COG Board of Directors  
**FROM:** Clark Mercer, COG Executive Director  
**SUBJECT:** Executive Director's Report – March 2023  
**DATE:** March 1, 2023

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## POLICY BOARD & COMMITTEE UPDATES

**National Capital Region Transportation Planning Board (TPB)** – At its February 15 meeting, the TPB approved the *Technical Inputs Solicitation* document to kick off *Visualize 2050*, the long-range transportation plan update to *Visualize 2045*. In addition, the board received briefings on the draft *Fiscal Year (FY) 2024 Unified Planning Work Program*, the draft *FY 2024 Commuter Connections Work Program*, and a presentation on COG's *Military Installation Resilience Review* report.

**Metropolitan Washington Air Quality Committee (MWAQC)** – At the February 22 MWAQC meeting, COG staff provided the committee with an update on several air quality planning activities, including the 2008 and 2015 ozone standards update, the final rule on the EPA's heavy duty vehicle standards, and the proposed revisions to the national PM2.5 standard. University of Maryland regional air quality expert and researcher Russell Dickerson shared with the committee his latest research and findings on the region's air quality trends.

**Food and Agriculture Regional Member (FARM) Policy Committee** – Maryland's new Secretary of Agriculture, Kevin Atticks, addressed FARM at its meeting on February 10 and members engaged in a strategic planning session for 2023 and 2024.



### VIDEO: REGIONAL FAIR HOUSING PLAN OUTREACH

To aid in getting the word out to members of your community about the plan, COG staff have produced and shared a number of outreach materials, including flyers translated into several languages, social media graphics, and an outreach video featuring elected officials and project team members. The plan's 60-day comment period is open through March 31.

**Watch/share the video and outreach materials.**

## OUTREACH & PROGRAM HIGHLIGHTS

**COG Presentations** - On February 22, COG Executive Director Clark Mercer testified at the DC Council Performance Oversight Hearing on COG's programs and goals for 2023.

**Fair Housing** – COG Housing Program Manager Hilary Chapman presented to the NAACP Arlington Branch on February 23 on the *Regional Fair Housing Plan*. Chapman presented with Arlington County staff as well as project consultant Diane Glauber from the Lawyers' Committee for Civil Rights Under Law.

**Antisemitism Briefing** – COG hosted a virtual briefing on February 17, titled "Fighting Hate for Good" presented by the Anti-Defamation League's Meredith R. Weisel on rising antisemitism and other forms of hate and extremism in the United States. More than 60 participants attended, including elected officials, public safety officials, and city and county managers.

**'Future of the Federal Workplace' scenario project** - COG Community Planning and Services Director Paul DesJardin participated in the RFP consultant selection process with National Capital Planning Commission (NCPC) staff on February 6 for a planned joint NCPC/COG event on the future of the federal workplace, which relates to COG's forecasting work on the 'post-COVID' economy and other federal/GSA projects.

**Business Advisory Panel** – DesJardin participated as a member of the Montgomery County FY2024 Business Advisor Panel (BAP) in Rockville on February 10 to review County budget revenue assumptions.

**Food Security** - Several members of FARM's Food Policy Directors and Food Security Coordinators Work Group briefed COG's Public Information Officers Committee on messaging related to the end of SNAP Emergency Allotments in February.



### VIDEO SERIES: TLC AND RRSP SPOTLIGHTS

Working with local jurisdictions, COG staff developed a series of videos spotlighting projects that benefitted from the TPB's Transportation Land-Use Connections (TLC) and Regional Roadway Safety Program (RRSP). The videos helped promote the programs during their application periods, which are running through March 3.

[Watch the TLC/RRSP spotlights](#)

## MEDIA HIGHLIGHTS

**Electric Vehicles** – COG/TPB statistics referenced in stories about D.C. Councilmember and COG Vice Chair Charles Allen’s proposed EV charging station legislation.

[The Washington Post](#)

[DCist](#)

**Roadway Safety** – “How Safe are our Roads?” Report and Regional Roadway Safety Program highlight work to improve the safety of the region’s multi-modal transportation network.

[WTOP](#) – covers February COG Board meeting item.

[ALXnow](#) – highlights how City of Alexandria is using TPB technical assistance to improve roadway safety.



### COG STAFF FEATURED IN MEDIA COVERAGE OF FAIR HOUSING PLAN

Upon the release of the draft *Regional Fair Housing Plan*, COG’s Housing Program Manager Hilary Chapman shared details about the plan, its significance, and the strategies it offers to expand access to safe and affordable housing, increase investment and resources in priority areas, and create more inclusive communities.

[Washington Business Journal](#)

[Washington Post](#)

## The Washington region doesn't just seem more segregated. It is.

A regional fair-housing plan contains that finding, and offers ways D.C. and its suburbs can work together toward changing the situation

By Theresa Vargas | February 22, 2023

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More than a decade ago, when I first moved to the Washington region and started renting an apartment in Arlington, a person asked me a question that I thought was about geography:

*Do you live north or south of Route 50?*

Only later did I realize that question was about much more than where my apartment fell on a map. It was about economics and school rankings and transportation options. It was about amenities and lifestyle and what my neighbors looked like.

Throughout the Washington region, there are visible and invisible lines that divide communities in telling ways. From one Zip code to the next, life can differ significantly. In some neighborhoods, children don't have safe parks. In other neighborhoods, dogs have impressive parks. In some neighborhoods, multiple grocery stores can be found within walking distance. In other neighborhoods, going to a grocery store requires getting in a car or taking public transportation. In some neighborhoods, the sound of sirens is a rarity. In other neighborhoods, it is all too common.

Washington is a region that is noticeably segregated. Anyone who has made a home in D.C. or its suburbs won't find that statement surprising.

But what they might find surprising is that in recent decades, even as more attention has been drawn to those divides and the inequities that come with them, the region has grown even more segregated.

A recently released draft of the Regional Fair Housing Plan, a milestone plan that is the result of a partnership between the Metropolitan Washington Council of Governments and eight local jurisdictions, contained that finding.

"Segregation is on the rise in our region," reads an executive summary of the plan. "The 'Dissimilarity Index' measures segregation in housing. In other words, it shows how unevenly

distributed two different groups are within a city or metropolitan area. The higher the index, the more separate the two groups are. We have high levels of segregation between Black and White residents. ... But, for all groups, the Dissimilarity Index has risen since 2010.”

Those who worked on the plan also looked at the Isolation Index — which measures the extent to which people live near others who are similar to them — and the Exposure Index — which measures the extent to which people live near others who are from different racial and ethnic groups than them.

All three indicators revealed increasing levels of segregation, Hilary Chapman, who was the project manager, explained to me on a recent evening.

“This divide has been long-standing,” she said. “That is not new. But it has intensified over time, rather than plateaued or stayed stable or decreased as it has in other places in the country.”

She pointed to the many ways that segregation negatively affects the region. It leaves many people with less access to good schools, healthy neighborhoods and safe streets. It also has an impact on the environment and shortens life spans.

“There are all sorts of reasons why we want to, why we need to, repair these past harms and work to redirect future community development in a way that is more equitable,” she said. She added: “There is hope. There are things we can do.”

Which brings us to the Regional Fair Housing Plan. The plan marks the first time in more than 25 years that D.C. and surrounding communities have worked together to create a shared housing strategy that will have them working toward the same goals. In addition to the District, the other governments involved in the effort are Arlington, Fairfax, Prince William, Loudoun and Montgomery counties, and the cities of Alexandria and Gaithersburg. Each jurisdiction could have chosen to independently put together a fair housing plan, but they didn’t.

“The regional level is the right level of geography to actually make a difference in these really persistent trends that we are seeing in our region,” Chapman said.

The plan lays out seven regional goals, along with local goals specific to different jurisdictions. It also provides guidance on how the region can reach them.

“To have Prince William County and D.C. agree, with all the jurisdictions in between, some in Maryland, is a feat to begin with,” said Diane Glauber, director of the Fair Housing & Community Development Project for the Lawyers’ Committee for Civil Rights Under Law and author of the plan. But more than just agreeing, she said, they are “agreeing on fairly progressive policies that will increase opportunities for members of protected classes in the region.”

The plan not only addresses housing needs across economic, racial and ethnic breakdowns. It also looks at the housing needs of residents with disabilities. Hint: They are not being met.

Glauber said that before drafting the plan, those working on it held a significant community-engagement process. That involved hearing from thousands of local residents.

But they are currently inviting more people to offer input. “We want to hear from you!” reads the top of a site that is accepting public comments on the plan until March 31. (People are invited to submit comments by emailing [fairhousing@mwkog.org](mailto:fairhousing@mwkog.org) or sending them by mail to COG, 777 N. Capitol Street NE, Suite 300, Washington, DC 20002, Attn: Fair housing.)

Following the public comment period, the plan will be revised, and that version will go to the local governments to approve either administratively or through a legislative review process. A final version will then be submitted to the U.S. Department of Housing and Urban Development, and the local governments will have to report their annual progress to that agency.

Glauber said the team that worked on the project is proud of what they have produced. They live in the region, so they have seen the divides that the plan promises to help reduce.

“I think,” Glauber said of the plan, “this shows a commitment as a region to right those wrongs.”

**AGENDA ITEM #4**

**AMENDMENTS TO THE  
AGENDA**

## **AGENDA ITEM #5**

### **APPROVAL OF THE MINUTES**



**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 North Capitol Street, NE  
Washington, D.C. 20002**

**MINUTES  
COG Board of Directors Meeting  
February 8, 2023**

**BOARD MEMBERS AND ALTERNATES:** See attached chart for attendance.

**SPEAKERS:**

Michael O'Connor, COG Secretary-Treasurer  
Julie Mussog, COG Chief Financial Officer  
Tim Canan, COG Transportation Planning Data and Research Program Director  
Paul DesJardin, COG Community Planning and Services Director  
Kurt Erickson, Washington Regional Alcohol Program Director  
Andrew Meese, COG Transportation Systems Performance Planning Program Director  
Matt Erskine, Connected DMV Chief Strategy & Economic Officer  
Stu Solomon, Connected DMV President & CEO  
Kanti Srikanth, COG Deputy Executive Director of Metropolitan Planning

**1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

COG Board Chair Kate Stewart called the meeting to order at 12:00 P.M. and led the Pledge of Allegiance.

**2. CHAIR'S REPORT**

- A. Fighting Hate for Good: How to speak up against the rising tide of antisemitism, hate and extremism briefing will be held virtually on February 17<sup>th</sup>.
- B. Recognition of new COG Board Members

**3. EXECUTIVE DIRECTOR'S REPORT**

COG Executive Director Clark Mercer briefed the board on COG staff work over the last month including a symposium on electric vehicles and charging station infrastructure, the release of the draft Regional Fair Housing Plan, and the start of the Center for Excellence in Public Leadership's 19<sup>th</sup> cohort. Mr. Mercer shared plans on internal initiatives including plans for staff events and assessing the physical office staff. He also shared some focus areas for the upcoming year including Region Forward, Region United, working with WMATA, economic development, and the post pandemic work environment and the effects on the region.

**4. AMENDMENTS TO AGENDA**

There were no amendments to the agenda.

**5. APPROVAL OF MINUTES**

The minutes from the January 12, 2023 board meeting were approved.

**6. ADOPTION OF CONSENT AGENDA ITEMS**

- A. Resolution R12-2023 - Resolution authorizing COG to receive a grant, procure and enter into a contract to conduct Phase 38 of the Continuous Airport System Planning (CASP) Program

**ACTION: Approved Resolution R12-2023.**

## **7. FISCAL YEAR 2023 SECOND QUARTER FINANCIAL REPORT**

COG Secretary-Treasurer Michael O'Connor and COG CFO Julie Mussog briefed the board on the FY2023 Second Quarter Financial Report.

**ACTION: Received briefing.**

## **8. REGION UNITED: ACCELERATING ACTION ON TRANSIT-ORIENTED COMMUNITIES**

COG Deputy Executive Director of Metropolitan Planning Kanti Srikanth briefed the board on the Region United Metropolitan Planning Framework priorities around Housing and High-Capacity Transit Station Areas (HCTs). COG Transportation Planning Data and Research Program Director Tim Canan shared opportunities to promote transit-oriented communities in these locations.

**ACTION: Received briefing.**

## **9. REGION UNITED: ACCELERATING ACTION ON HOUSING**

COG Community Planning and Services Director Paul DesJardin briefed the board on the region's housing needs, projected growth, and recent production results from COG's Multi-family Rental Housing Construction Indicators Report and discuss meeting the regional Housing Targets.

**ACTION: Received briefing.**

## **10. REGIONAL ROADWAY SAFETY AND HOW SAFE ARE OUR ROADS? REPORT**

COG Transportation Systems Performance Planning Program Director Andrew Meese briefed the board on the Transportation Planning Board's roadway safety activities and resources, followed by a briefing by the Washington Regional Alcohol Program Director Kurt Erickson on their annual analysis of the impact of alcohol and drug-related fatal and serious injury crashes in the region.

**ACTION: Received briefing.**

## **11. MID-ATLANTIC HYDROGEN HUB**

Matt Erskine and Stu Solomon from Connected DMV briefed the board on the Mid-Atlantic Hydrogen Hub and the bid to secure federal funding as one of the U.S. Department of Energy regional clean hydrogen hubs.

**ACTION: Received briefing and adopted Resolution R13-2023 (Supervisor Juli Briskman, Chair Phyllis Randall, and Vice Mayor David Snyder abstained).**

## **12. OTHER BUSINESS**

There was no other business.

## **13. ADJOURN**

The meeting was adjourned at 2:08 P.M.

COG Board of Directors

February 8, 2023 Attendance

<u>Jurisdiction</u>	<u>Member</u>	<u>Y/N</u>	<u>Alternate</u>	<u>Y/N</u>
<b><i>District of Columbia</i></b>				
<b>Executive</b>	Hon. Muriel Bowser		Ms. Beverly Perry	
	Mr. Kevin Donahue		Mr. Eugene Kinlow	
<b>Council</b>	Hon. Phil Mendelson	Y		
	Hon. Charles Allen	Y		
<b><i>Maryland</i></b>				
City of Bowie	Hon. Tim Adams	Y		
Charles County	Hon. Reuben Collins	Y	Hon. Thomasina Coates	
City of Frederick	Hon. Michael O'Connor	Y	Hon. Kelly Russell	
Frederick County	Hon. Jessica Fitzwater		Ms. Joy Schaefer	Y
City of College Park	Hon. Denise Mitchell	Y	Hon. Patrick Wojahn	
City of Gaithersburg	Hon. Robert Wu		Hon. Neil Harris	
City of Greenbelt	Hon. Emmett Jordan	Y	Hon. Kristen Weaver	
City of Laurel	Hon. Craig Moe	V	Hon. Keith Sydnor	
Montgomery County - Exec	Hon. Marc Elrich		Mr. Richard Madaleno	Y
Montgomery County - Council	Hon. Evan Glass	Y		
Montgomery County - Council	Hon. Kate Stewart	Y		
Prince George's County - Exec	Hon. Angela Alsobrooks		Ms. Tara Jackson	
Prince George's County - Council	Hon. Tom Dernoga	Y		
Prince George's County - Council	Hon. Wala Blegay	Y		
City of Rockville	Hon. Bridget Donnell Newton	Y		
City of Takoma Park	Hon. Talisha Searcy			
Maryland General Assembly	Hon. Brian Feldman			
<b><i>Virginia</i></b>				
City of Alexandria	Hon. Justin Wilson	Y	Hon. Kirk McPike	
Arlington County	Hon. Christian Dorsey	Y		
City of Fairfax	Hon. Catherine Read	Y		
Fairfax County	Hon. Jeff McKay		Hon. James Walkinshaw	
Fairfax County	Hon. Penelope Gross	Y	Hon. Daniel Storck	
Fairfax County	Hon. Rodney Lusk	Y	Hon. Walter Alcorn	
City of Falls Church	Hon. David Snyder	V	Hon. David Tarter	
Loudoun County	Hon. Juli Briskman	Y		
Loudoun County	Hon. Phyllis Randall	Y		
City of Manassas	Hon. Mark Wolfe	Y		
City of Manassas Park	Hon. Darryl Moore	Y		
Prince William County	Hon. Ann Wheeler	V		
Prince William County	Hon. Andrea Bailey	V		
Virginia General Assembly	Hon. George Barker			

3/1/2023 12:37 PM; total: 27

Y = present, voting

V = virtually present, voting

P = present as alternate in addition to primary

# **AGENDA ITEM #6**

## **ADOPTION OF CONSENT AGENDA ITEMS**

# **AGENDA ITEM #7**

## **REGION UNITED: LOCAL EXAMPLES OF IMPLEMENTING EQUITY EMPHASIS AREAS**

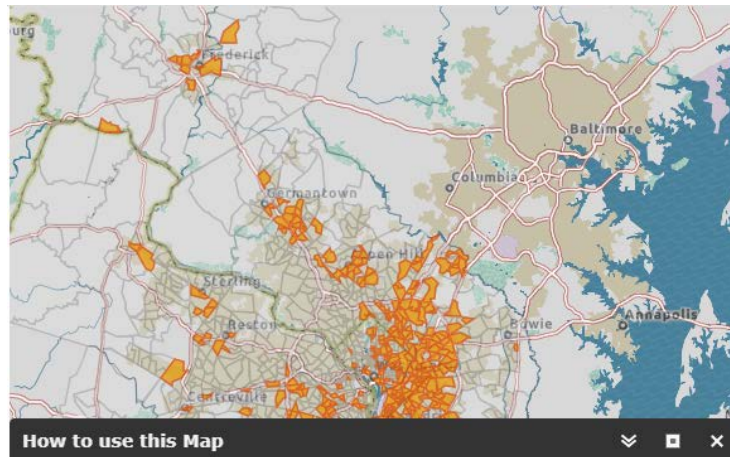


# Equity Emphasis Areas (EEAs)

Jul 27, 2022

Equity Emphasis Areas (EEAs) are a regional planning concept adopted in 2021 by the COG Board of Directors to elevate equity and inform future growth and investment decisions. As of a 2022 update, 364 of the region's more than 1,300 census tracts are identified as EEAs, meaning they have high concentrations of low-income individuals and/or traditionally disadvantaged racial and ethnic population groups. EEAs were originally developed by the Transportation Planning Board to analyze potential [impacts of its long-range transportation plan](#) but will now be applied more broadly across disciplines, such as health, housing, and climate, as part of [Region United](#), COG's Metropolitan Washington Planning Framework for 2030.

COG and the TPB also use EEAs as selection criteria in their grant programs that fund planning for housing near transit, access to transit stations, improving roadway safety, alternative modes of travel, and connecting land-use and the transportation system. In addition to the map below, planners and decision-makers are encouraged to explore [a maps and data microsite on EEAs and High-Capacity Transit Station Areas \(HCTs\)](#). The site allows users to explore regional and jurisdiction-specific maps of EEAs and High-Capacity Transit Station Areas (HCTs), data on demographic characteristics of EEAs, forecast growth in HCTs, and more. (Updated 2022 EEA data on the microsite will be forthcoming.)



## How to use this map

Click on the map features to display information about each Census Tract. The map widgets located on the bottom toolbar will allow users to interact with the contents of the map. Each map widget is briefly explained below.



### Turn Layers On / Off

Click on the Layer List widget to show all of the individual (operational) layers of the map. Clicking on the down arrow next to the layer name will display a menu that allows zooming to a particular map layer, moving layers up/down (if applicable) and changing layer transparency to see more or less of the

# Council Enacts Resolutions to Endorse Equity Emphasis Areas and High-Capacity Transit Areas as Key Concept Tools for Regional Planning

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For Immediate Release: Tuesday, November 16, 2021

**ROCKVILLE, Md., Nov. 16, 2021**— Today the Montgomery County Council unanimously approved two resolutions led by Councilmember Nancy Navarro to support the Metropolitan Washington Council of Government's (MWCOG) resolutions on new regional planning concepts that would allow for more informed decision-making and action in the region. One resolution endorses Equity Emphasis Areas (EEA) as a key planning concept and tool, while the other endorses the same for High-Capacity Transit (HCT) areas. Both resolutions are cosponsored by all other Councilmembers.

EEAs are defined as locations with high concentrations of low-income individuals and/or racial and ethnic minorities, while HCT areas are locations around metrorail, commuter rail, light rail, bus rapid transit and streetcar stations that are in place or will be in place by 2030. Both areas have been identified by MWCOG as planning areas that the County can prioritize in planning and decision making. In Montgomery County, there are 49 EEAs and 47 HCT station areas. The entire MWCOG region includes 351 EEAs and 225 HCT areas.

"I am proud of the Council for reaffirming our commitment to sustainable and equitable growth as outlined by both the Montgomery County Economic Platform, which I spearheaded, and our adoption of the MWCOG's High-Capacity Transit and Equity Emphasis Areas Resolutions. Montgomery County should continue to adopt best practices that help move the region forward. The adoption of these resolutions shows that we are willing to do the work to get there," said Councilmember Navarro, chair of the Government Operations and Fiscal Policy Committee and Vice President of MWCOG. "We have reached a point in our region's recovery where we can really start thinking about what kind of future we would like to see for our region, and how we can best leverage our existing assets to uplift previously underserved communities, while fostering an environment which is conducive to future investment. We have an opportunity to move away from the status quo, and towards a brighter tomorrow."

MWCOG recommends that their member jurisdictions adopt these planning concepts into their planning and program areas to address racial equity disparities in the region and help enhance opportunities. MWCOG's map for the EEAs can be found [here](#), and that of the HCT areas can be found [here](#).

On Oct. 13, 2021, the MWCOG Board of Directors passed Resolution R47-2021 which endorsed EEAs as a key planning concept and tool to guide future growth and investment. It would guide decisions related to infrastructure investment, planning programs, education, health care, land use, housing and economic opportunities to help local communities in the region become more racially equitable. The same day, it also passed Resolution R46-2021, endorsing HCT station areas as a key planning concept and tool to guide future growth and investment decisions by optimizing land use around these station areas, enhancing transportation connections and creating transit-oriented communities so the region can accommodate future growth and ensure quality places where all residents can thrive.

The staff report on the resolution to support MWCOG's endorsement of EEAs as a key planning concept and tool can be found [here](#), and the resolution to support MWCOG's endorsement of HCTs as a key planning concept and tool can be found [here](#).

###

### **About the Metropolitan Council of Governments (MWCOG)**

MWCOG is an independent, nonprofit association, with a membership of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress. Every month, more than 1,500 officials and experts connect through MWCOG to share information and develop solutions to the region's major challenges. The Board of Directors is MWCOG's governing body and is responsible for its overall policies. In addition, a wide network of city and county managers, police and fire chiefs, housing and planning directors, environmental experts, public health officials, transportation planners, and more coordinate through MWCOG's committees.

*Release ID: 21-470*

*Media Contact: Roland Ikheloa 240-777-7924, Lucia Jimenez 240-777-7832*

*Categories: Nancy Navarro*

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# Council Vice President Evan Glass Passes the Shovel Our Sidewalks Act

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For Immediate Release: Tuesday, February 15, 2022

### *Measure Will Increase Pedestrian Safety*

Rockville, MD, February 15, 2022 — Today the Montgomery County Council unanimously passed the Shovel Our Sidewalks Act, legislation sponsored by Council Vice President Evan Glass that requires the Montgomery County Department of Transportation to clear snow from 40 miles of sidewalks in the county's Equity Emphasis Areas. Equity Emphasis Areas are small geographic areas with higher levels of transit-dependent communities and communities with significantly lower-income residents. This legislation was cosponsored by Councilmembers Hans Riemer, Sidney Katz, Tom Hucker and Nancy Navarro.

Many of our front-line essential workers, who depend on public transportation, are forced to walk along dangerous, snow-covered sidewalks to get to their bus stop – while so many others are able to get into their cars or even work from home. The Shovel Our Sidewalks Act is just one tool in our toolbox to ensure that pedestrians can safely get to where they need to go – this includes ensuring clear sidewalks for those on wheelchairs or parents with strollers.

During winter storms, many individuals in these transit-dependent communities are reliant on walking to bus stops, often maneuvering around sidewalks that are covered in snow mounds, forcing them to walk on roads.

“It’s no coincidence that our lower income communities also have higher rates of pedestrians and transit ridership, which requires residents to navigate dangerous snow covered sidewalks while walking to their bus stop,” **Council Vice President Evan Glass** said. “By taking a more active role in sidewalk snow removal, we will increase pedestrian safety and be one step closer to achieving our Vision Zero goal of eliminating traffic fatalities by 2030.”

Sidewalks covered in snow piles often remain an obstacle until it melts. On paths located directly next to the roadway, which are commonplace in older and denser areas of the county, piles of snow create a significant safety issue because they force pedestrians to walk in the road, which is extremely hazardous on busier

roads, including Georgia Avenue, Wisconsin Avenue, Briggs Chaney Road, Randolph Road, Veirs Mill Road and Middlebrook Road.

In 2021, there were 10 pedestrian deaths and 480 non-fatal incidents in the county. As part of ongoing efforts to address pedestrian and street safety, Vice President Glass recently hosted a Vision Zero rally that was attended by residents and safety activists advocating for safer streets. In the first month and a half of 2022, Montgomery County has already experienced two winter weather events that left more than four inches of snow in some areas of the county, which impacted residents ability to safely walk on sidewalks and access bus stops.

# # #

*Release ID: 22-074*

*Media Contact: Valeria Carranza 240-527-6198*

*Categories: Evan Glass*

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# BROOKINGS

The Avenue

## How Montgomery County, Maryland can increase equitable access to transit by improving walkability

Jesse Cohn McGowan, Lauren Pepe, and Juan Jose Castro Cerdes Wednesday, February 16, 2022

### Editor's Note:

*Placemaking Postcards is a blog series from the Bass Center for Transformative Placemaking at Brookings where policymakers and practitioners guest-author promising placemaking efforts from across the U.S. and abroad that foster connected, vibrant, and inclusive communities. In line with the principle tenets of placemaking, the goal of the series is to recognize the community as the expert, highlight voices from the field, and to create a community of learning and practice around transformative placemaking.*



Transit has the potential to connect people to places in a sustainable, affordable manner—but only if riders can access it. Transportation planning must take into account not only *where* transit services are located, but *how* people traverse the built environment to access such services. Lower-income, majority-minority neighborhoods often lack the basic infrastructure for walking (such as sidewalks and crosswalks) and are more likely to have

had their neighborhoods cut off by highways—resulting in disproportionate numbers of pedestrian crashes, injuries, and fatalities in these areas compared to other communities. Given that residents from these same neighborhoods are also most likely to rely on public transportation to get to work, it's clear that deep spatial inequities exist in both transit access and safety.

As members of the Montgomery County Planning Department in Maryland, we have a front-row seat to these challenges during the development of a new light-rail transit line: the Purple Line, which will connect Montgomery County to Prince George's County. Below, we highlight our efforts to study and tackle pedestrian access as a fundamental equity issue across the communities the rail line will serve.

## **A data-driven approach to understanding disparities in pedestrian safety**

When the Purple Line opens in 2026, most passengers will arrive at stations by foot, bus, bicycle, or train, as the stations were intentionally designed without new parking to promote walkable, transit-oriented development. Comfortable pedestrian access to the stations is therefore a top priority for our organization, with a goal to ensure that all residents benefit from this significant new transportation investment.

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Unfortunately, comfortable pedestrian access to many of the planned Purple Line stations is lacking—particularly in neighborhoods with spotty walking infrastructure and overlapping equity concerns. For instance, there are no marked crosswalks across Lyttonsville Road near the Lyttonsville station (Image 1)—a historically Black community located between Bethesda and Silver Spring that includes one of the county’s few industrial districts inside the Capital Beltway.

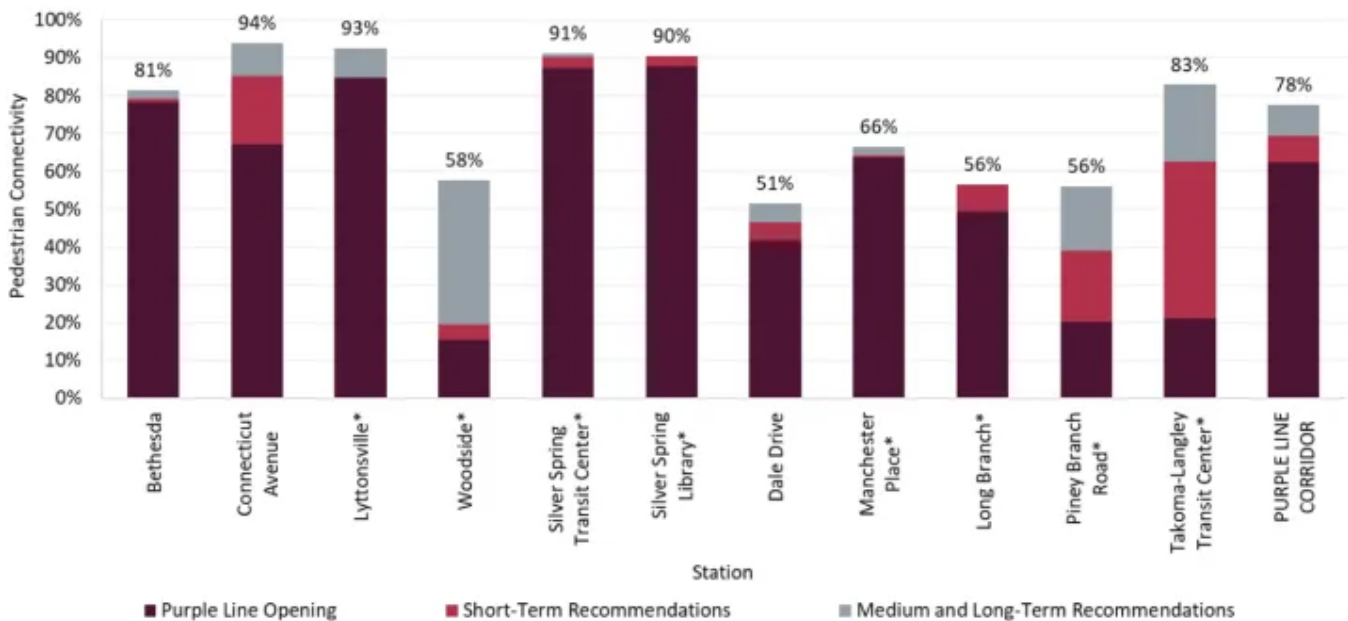
To quantify “comfortable” pedestrian access, identify disparities in access across places, and recommend improvements to the walking environment, we developed the [Purple Line Pedestrian Connectivity Report](#). For the 11 Purple Line stations serving Montgomery County, we assigned comfort levels to each pedestrian pathway and crossing using our department’s [Pedestrian Level of Comfort](#) tool. The tool evaluates the pedestrian network using factors such as sidewalk width, speed limit, and crosswalk type, and assigns a score ranging from “very comfortable” (Comfort Level 1) to “undesirable” (Comfort Level 4). We then used these scores to determine how much of each home-to-station pedestrian trip was “comfortable” (Comfort Level 1 or 2) and developed an overall comfortable connectivity score for each station based on all the trips to that station.



Our results reveal that, in general, stations located in downtowns (such as Bethesda and Silver Spring) already have high comfortable connectivity to the proposed Purple Line stations. In contrast, proposed Purple Line stations located on major highways with higher posted speed limits are currently not well connected to the surrounding communities, indicating the need for pedestrian improvements in these areas to provide a comparable transit experience.

Based on these results, we made a series of recommendations to make walking to Purple Line stations more comfortable. These included short-term improvements (such as reducing speed limits and installing crosswalks) as well as medium- to long-term improvements (such as the installation of wider sidewalks and sidewalk buffers). Figure 1 highlights the connectivity improvement for each station if all recommendations from our report are implemented—illustrating that there is not one a one-size-fits-all solution to improving station access, and that unique interventions will be required for each place.

**Figure 1. Pedestrian connectivity by station at Purple Line opening and with additional recommendations**



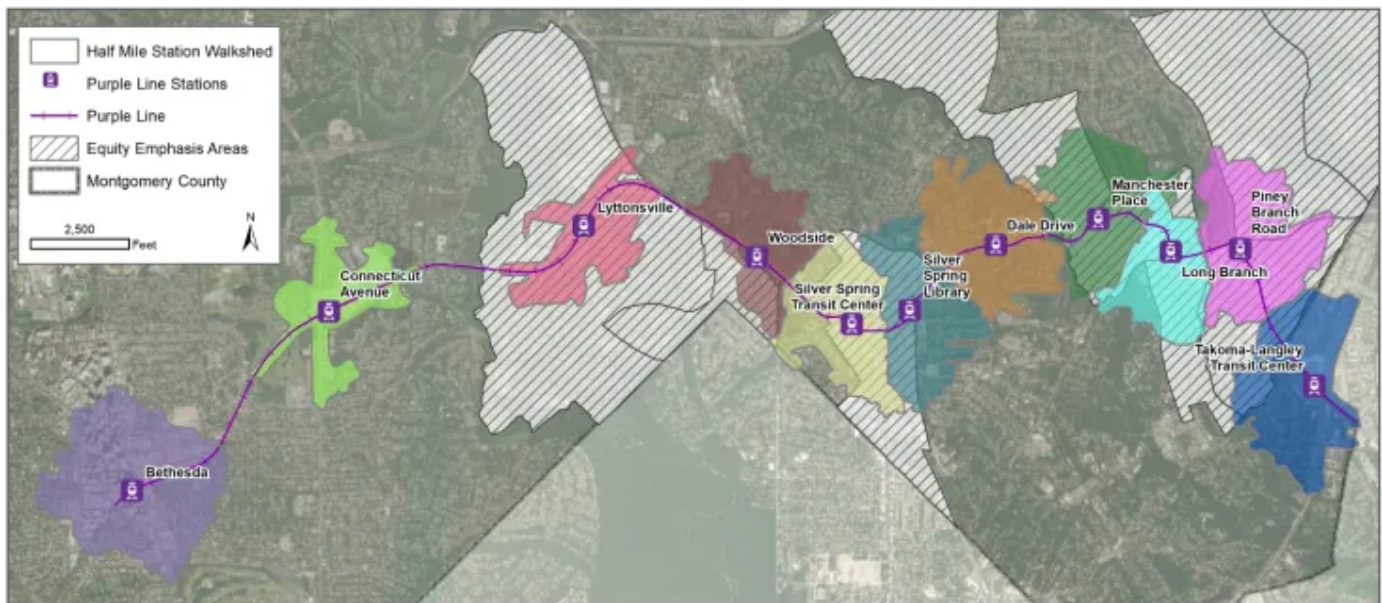
Note: \* indicates that a station's walkshed is part of an Equity Emphasis Area

This chart displays pedestrian connectivity at Purple Line stations in Montgomery County under three different scenarios: 1) connectivity when the Purple Line opens absent implementation of recommendations (maroon); 2) connectivity if recommended short-term improvements are implemented (pink); and 3) connectivity if medium- and long-term improvements are implemented (gray). While some stations, such as the Silver Spring Transit Center, already have high pedestrian connectivity without interventions, others, such as the Takoma-Langley Transit Center, have very limited pedestrian connectivity.

# Considering equity when improving walkability

While our recommendations aspire to increase connectivity in all station areas, we particularly aim to improve connectivity in the least-connected areas. For instance, the three stations that would have the lowest overall connectivity at the Purple Line's opening absent improvements (Piney Branch Road, Takoma-Langley Transit Center, and Woodside) intersect with the Metropolitan Washington Council of Governments' Equity Emphasis Areas, meaning they have significant concentrations of low-income and/or minority populations. Moreover, many of the stations located in Equity Emphasis Areas require the additional implementation of our medium- to long-term recommendations to experience substantial connectivity benefits.

**Figure 2. Purple Line corridor half-mile station area walksheds**



*This map displays the Purple Line stations in Montgomery County (marked with purple icons). The colorful shapes around each station represent a half-mile walking distance from the station, and the hatched areas are Equity Emphasis Areas as designated by MWCOG.*

**B** | Brookings Metro

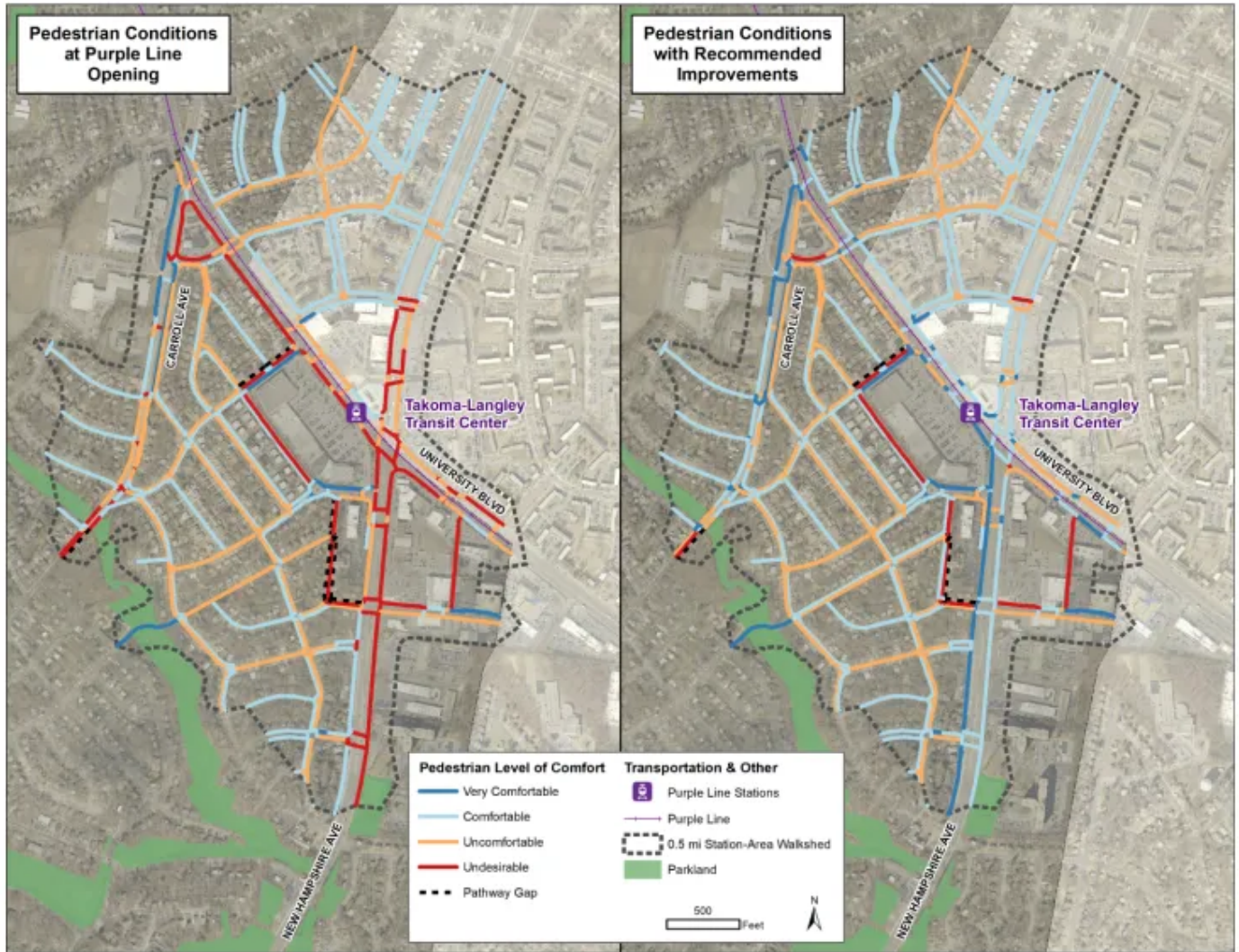
Take, for example, the Takoma-Langley Transit Center. This future Purple Line station is located along the border of Montgomery and Prince George's counties, and faces considerable equity challenges. There are 1,100 residential units within a half-mile walk to the station; 86% of residents in this walkshed are people of color, and the median household income is \$25,000 lower than the surrounding counties. Situated at the intersection of major arterials—University Boulevard and New Hampshire Avenue—the

Takoma-Langley Transit Center is surrounded by high-speed, high-volume roadways with limited pedestrian infrastructure. If the Purple Line opens absent suggested improvements, the station would have nearly the lowest comfortable connectivity among stations in Montgomery County.

However, the station could see a 61% increase in comfortable connectivity if our report's recommendations are implemented—a 41% improvement from short-term recommendations (such as reducing posted speed limits on adjacent streets, providing automatic speed enforcement, and installing high-visibility crosswalks) and a further 21% increase from medium- to long term recommendations (such as improving sidewalks, adding a buffer, and constructing a two-way, separated bike lane on west side of New Hampshire Avenue). Implementation of these recommendations would result in more equitable pedestrian access and allow the average transit user at the Takoma-Langley Transit Center to have as comfortable an experience as those walking to the Bethesda station.



**Figure 3. Pedestrian connectivity at the Takoma-Langley Transit Center at station opening and with targeted improvements**



The map shows the difference in comfortable connectivity at the Takoma-Langley Transit Center if the Purple Line opens without improvements or with the recommended pedestrian improvements, including speed limit reductions, new bikeways, high-visibility crosswalks, and widened space for pedestrians.



## Make pedestrian access part of the transit planning process

If the Purple Line’s stations are constructed without additional pedestrian improvements, five of them will have less than 50% connectivity when transit service begins—a missed opportunity to improve transit equity and access for areas with high concentrations of low-income residents and people of color. The Purple Line Pedestrian Connectivity Report found that implementing targeted recommendations can increase connectivity for every

station on the Purple Line and provide significant improvements for the eight stations located in Equity Emphasis Areas—particularly, those with the lowest overall connectivity at opening.

Pedestrian access to transit should not be an afterthought—it should be an integral part of the transit planning and implementation process. While our report outlines improvements that would increase comfortable connectivity and access to transit, the Purple Line project will not in itself include these much-needed improvements. Fortunately, Montgomery County is funding some improvements separately through its Bicycle and Pedestrian Priority Areas program, including new sidewalk connections, Americans with Disabilities Act upgrades, and bikeway projects. These investments are a positive step toward achieving comfortable, equitable pedestrian access to the Purple Line.

## Everything Alexandria

### NEWS

# Alexandria launching ambitious new zoning reform with a emphasis on affordable housing

**Vernon Miles** November 18, 2022 at 11:00am



Alexandria could be on the verge of some of its [biggest steps yet](#) in the fight to make housing affordable in a city where housing prices continue to outpace wages.

At a meeting on Tuesday, Nov. 22, the City Council could jump-start a process set to run through next year that could dramatically reshape pieces of the city's zoning code in an effort to make land use more equitable and inclusive. The "Comprehensive Zoning for



housing and equity.

“The purpose of the Zoning for Housing Program is to examine potential new regulatory initiatives designed to help the City in its effort to expand housing production and affordability,” a staff memo said, “in addition, it is also intended to examine and address existing zoning provisions which may be regulatory barriers to housing options, affordability and fair housing or which, through remnants of terminology stemming from past discriminatory policy, may add to impediments to fair housing.”

The city has been tackling zoning issues piecemeal for years to make them more affordable, from the [codification](#) of more [affordable zoning uses](#) to [trades](#) of density for affordable housing units. The new package, however, is one of the ambitious “big picture” zoning plans from the city.

A memo to the City Council from Karl Moritz, director of the Department of Planning and Zoning, said the goals the zoning overhaul are:

1. removing from City policies and regulations those provisions that were intended to support exclusion and segregation, and intended to deny opportunities for property ownership and wealth creation to persons of color,
2. create new, more equitable land use policies that improve demographic and economic indicators that show that there are lasting vestiges of exclusionary practices even today, and
3. materially increase the supply of committed affordable and market rate housing in the City.

In Alexandria, around 20% of households are paying over 30% of their income in housing, and around 10% are spending more than 50% on housing.

“Alexandria’s 2022 population is approximately 163,400 with approximately 71,500 households,” a report on the new package said. “City and federal U.S. Census data documents 15,000 Alexandria households are paying more than the federal standard of 30 percent of income on housing. Additionally, nearly half of those households with incomes up to \$50,000 are paying more than 50 percent of their income on housing.”

Along with equity, the new comprehensive package of zoning reforms aims to find ways to boost both committed and market-rate affordable housing in the city.



overhaul will also look at the residual effects of past exclusionary zoning and look for ways to counter them with new policy goals and metrics.

An extensive list of zoning sections, from industrial zones to single-family housing, will come under review

The ambitious overhaul is currently in the pre-planning process, with a public launch scheduled for early next year leading into community engagement and analysis review over the spring and summer before heading into public hearings next fall.

#affordable housing #zoning

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# Alexandria Mobility Plan

October 2021



Alexandria  
Mobility  
Plan





# Acknowledgments

The development of the Alexandria Mobility Plan (AMP) would not be possible without the contributions from many individuals and organizations. The City thanks you for your dedication to the AMP development process.

## City of Alexandria

### Alexandria City Council

Mayor Justin M. Wilson  
 Vice Mayor Elizabeth B. Bennett-Parker  
 Councilman Canek Aguirre  
 Councilman John Taylor Chapman  
 Councilwoman Amy B. Jackson  
 Councilwoman Redella S. "Del" Pepper  
 Councilman Mohamed E. "Mo" Seifeldin

### City Manager's Office

City Manager Mark Jinks  
 Deputy City Manager Emily Baker  
 Jaqueline Tucker, Race and Social Equity Officer

### Department of General Services

Bill Eger

### Department of Planning and Zoning

Karl Moritz  
 Jeff Farner  
 Carrie Beach  
 Jose C. Ayala  
 Margaret Curran

### Department of Recreation, Parks and Cultural Activities

Jack Browand  
 Dana Wedeles

### Department of Transportation and Environmental Services

Yon Lambert  
 Hillary Orr  
 Christopher Ziemann  
 Jennifer Slesinger, AMP Project Manager  
 William Skrabak  
 Bob Garbacz  
 Katie North

Alex Block  
 Christine Mayeur  
 Alex Carroll  
 Thomas Hamed  
 Christie Holland  
 Renee Moore  
 Megan Oleynik  
 Mark Schnauffer  
 Ellen Eggerton  
 Elizabeth Jones  
 Camila Olivares  
 Steve Sindiong  
 Lalit Sharma  
 Brian Dofflemyer

### Office of Performance Analytics

Greg Useem  
 Matthew Williams

### Alexandria Transit Company (DASH)

Martin Barna  
 Josh Baker

### Department of Community and Human Services

Kate Garvey  
 Sadina Vanison

### Office of Communications and Public Information

Justin Thompson

### Department of Information Technology Services

Vanette Pledger  
 Patrick Eze  
 Steven Chozick  
 James Bryant

### Alexandria Fire Department

Michael Cross

### Alexandria Police Department

Mike May

### Other:

Debby Critchley, West End Business Association  
 Maria Ciarrocchi, Alexandria Chamber of Commerce  
 Bill Rossello, Federation of Civic Associations  
 Jeffrey Poole, Alexandria Commission of Persons with Disabilities

## Alexandria Mobility Plan Advisory Committee

### Transportation Commission:

Alyia Gaskins  
 Jeffrey Bennett, West of Quaker  
 Lawrence Chambers, DASH Board  
 John Goebel, Planning Commission  
 Oscar Gonzalez, East of Quaker  
 Casey Kane, Traffic and Parking Board  
 Bruce Marsh, East of Quaker  
 Melissa McMahon, Planning Commission

William Pugh, Environmental Policy Commission  
 Councilman Canek Aguirre  
 Councilman John Taylor Chapman

## Community Champions

Alexandria Chamber of Commerce	Alexandria Redevelopment and Housing Authority	Commission on Persons with Disabilities	Homes for America (Brent Place)
Alexandria City Public Schools	Alive!	Community Lodgings	Hopkins House
Alexandria Economic Development Partnership	Bicycle and Pedestrian Advisory Committee	Del Ray Business Association	Tenants and Workers United
Alexandria Housing Development Corporation	Carpenter Shelter	Eisenhower Partnership	Volunteer Alexandria
	Casa Chirilagua	Ethiopian Business Association	West End Business Association
	Commission on Aging - Transportation Committee	Federation of Civic Associations	West End Coalition
			YMCA

## Consultant Team

Kimley-Horn    Toole Design Group    NeoNiche Strategies    Adam Cohen    Susan Shaheen

# Contents

## Overview



### Transit

The Transit chapter focuses on making transit more customer-friendly, reliable, and efficient to better serve existing customers and attract new ones.



### Smart Mobility

The Smart Mobility chapter focuses on how the City can incorporate technology into the transportation network to better manage traffic.



### Streets

The Streets chapter seeks to identify ways to make City streets function better for all users, with the goal of making the street network more efficient and safer.



### Pedestrian and Bicycle

The Pedestrian and Bicycle chapter reflects the integration of the Pedestrian and Bicycle Chapter update in 2016 into the format of the AMP, while continuing to track progress since 2016 and highlighting the remaining priorities.



### Supporting Travel Options

The Supporting Travel Options chapter focuses on how the City can support alternatives to driving alone through information, incentives, partnerships, and policies.



### Curb Space and Parking

The Curb Space and Parking chapter focuses on how the City can use parking to help achieve its goals and manage competing demands for limited curb space.

## Moving Forward

Appendix I: Implementation

Appendix II: Monitoring, Reporting, and Key Performance Indicators

Appendix III-A: Civic Engagement Process Summary

Appendix III-B: Civic Engagement Findings Summary



# Setting the Stage

The Alexandria Mobility Plan (AMP) is a strategic update to the City's 2008 Transportation Master Plan. By using the term "mobility," this update emphasizes the importance of providing useful options to allow people to have the freedom to choose how to get around. The AMP is not a list of specific projects such as the Capital Improvement Plan or mode-specific plans<sup>1</sup>; instead, it lays out the policies and strategies that will guide transportation decisions for the next 10 years in pursuit of enhanced quality of life, sustainability, and equity, centered around the concept of choice.

## Mobility vs. Transportation

On its most basic level, **transportation** is the simple act of moving people or goods from one location to another. Streets, sidewalks, buses, and trains are examples of infrastructure and options that help facilitate transportation, the existence of which alone does not equal mobility.

**Mobility** is about freedom of movement and having access to many transportation options that work for you, as well as the quality of those options to give you the ability to get you where you need to go. To have mobility is to be able to safely and affordably get to the resources that enable a fulfilling and healthy life—jobs, school, grocery store, doctors' office, pharmacy, daycare, community centers, parks, and more.

1. <https://www.alexandriava.gov/TransportationPlanning>.





## Guiding Principles and Measuring Progress

The City will track key performance indicators (KPIs) for each guiding principle through the life of this plan to understand how Alexandria as a whole is faring with regards to the specific outcomes that this plan seeks to achieve. To holistically track outcomes that address the equitable guiding principle, all KPIs are given an “equity lens” to measure progress in a way that is consistent with the City’s ALL Alexandria resolution and ensures equitable outcomes for all Alexandrians, especially neighborhoods and populations that have been historically underserved.

More detail on how the City plans to measure progress toward these principles, as well as chapter-specific metrics, can be found in **Appendix II – Monitoring, Reporting, and Key Performance Indicators.**

**Accessible** Alexandria will work to make its transportation network easily accessible for users of all ages and abilities.



- **Key Performance Indicator:** Percent of residents in close proximity to alternatives to driving.
- **Equity Lens:** Percent of residents (low income, people of color, seniors, and persons with disabilities) in close proximity to alternatives to driving.

**Connected** Alexandria’s transportation system will take you where you want to go seamlessly by leveraging technology and integrating transportation and land use.



- **Key Performance Indicator:** Percent of destinations that are connected to alternatives to driving.
- **Equity Lens:** Percent of low-wage jobs, Title 1 schools, and public health clinics that are connected to alternatives to driving.

**Convenient** Alexandria will provide a transportation system with high-quality mobility options that are reliable, frequent, proximate, and comfortable.



- **Key Performance Indicator:** Percent of residents who say it is easy to get around.
- **Equity Lens:** Percent of residents (low income, people of color, seniors) who say it’s easy to get around.

### Equitable

Alexandria acknowledges that there are disparities in neighborhoods and populations in the city that have been historically underserved. Alexandria will be targeted, inclusive, and intentional in addressing gaps in mobility options available, their quality, and safety.



- **Key Performance Indicator:** All guiding principles will be measured for the city both as a whole and with an equity lens that examines how specific communities of greater need are faring with regards to the specific outcomes that this plan seeks to achieve.

### Safe

Alexandria will eliminate all traffic deaths and serious injuries by 2028.



- **Key Performance Indicator:** Number of crashes, fatalities, and serious injuries.
- **Equity Lens:** Number of crashes, fatalities, and serious injuries within Equity Emphasis Areas.

### Sustainable

Alexandria will prioritize low-carbon mobility options and reduce automobile dependency.



- **Key Performance Indicator:** Vehicle miles traveled and percent of commuters using alternative transportation options.
- **Equity Lens:** Percent of residents (low income, people of color, seniors, and persons with disabilities) in close proximity to alternatives to driving.

### Why measure “Proximity to Alternatives to Driving?”

Driving is currently the most used mode of travel in Alexandria because it is often the only reasonable option available. A priority of the AMP is to give people choices. Every home has access to a street, but there are still many Alexandrians without nearby sidewalks, bike lanes and trails, or frequent transit, meaning they do not have the convenient choice to walk, bike, or take transit. Having choices benefits everyone, from cleaner air, healthier lifestyles, and less congestion. Having choices means that when gas prices rise or if there is a transit shutdown, people can still get around safely and conveniently.

# Metrics

The strategies and policies in this chapter are intended to move the needle on the following measurable metrics. Additional details on metrics, including applicable targets for future years, can be found in **Appendix II - Monitoring, Reporting, and Key Performance Indicators**.

## Metric

Number of intersections with smart signal technology

Percent of intersections with smart signal technology\* in Equity Emphasis Areas

Positive rating of traffic flow on major streets (Resident Survey) \*\*

Transit travel times on Duke Street, Van Dorn Street, and upper King Street

Equity Emphasis Areas were developed by the Metropolitan Washington Council of Governments using tract-level Census data to identify communities that have significant concentrations of low-income and/or minority populations. For more information, see **Appendix I - Monitoring, Reporting, and Key Performance Indicators**.

\* Intersections with "smart signal technology" include those with traffic signals that are equipped with transit signal priority, emergency vehicle preemption, and/or activated adaptive signals.

\*\* The Alexandria Resident Survey reports results based on race/ethnicity, income, and age in addition to all residents.

**CITY OF ALEXANDRIA EST. 1749**

### Bus Arrivals

Upcoming Arrivals

<b>M</b> metro	10B: HUNTING POINT SOUTH N Washington St & King St Next Arrival <b>43 min</b>
<b>DASH</b>	DASH AT7: Lee Center King St and S Royal St Next Arrival <b>45 min</b>
<b>DASH</b>	DASH AT3-4: ParkFairfax - Old Town/City Hall King St and N Royal St Next Arrival <b>57 min</b>
<b>M</b> metro	10B: BALLSTON NORTH S Washington St & King St Scheduled <b>1:51 PM</b> 2:21 PM 2:50 PM 3:20 PM

---

**eb** Capital Bikeshare      **King Street Trolley**

Market Square / King St & Royal St

BIKES	DOCKS
14	1

The Trolley operates every 10-15 minutes on this schedule:  
 Sun - Wed: 11:00 AM - 10:30 PM  
 Thur - Sat: 10:30 AM - 12:00 mid

---

**M** King Street-Old Town Metro

<b>YL</b>	Fort Totten 6 min • 18 min	Huntington 1 min • 19 min	<b>YL</b>
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Weekday service adjustments for maintenance May 20-24 • blue line

1:30 PM Tuesday, May 21, 2019

GO Alex DASH transit display redmon group

High: 72° Low: 55°



# Strategies

## Strategy 1. Implement the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries by 2028

### Actions

- Develop annual work plan priorities for promoting a culture of safety, building safer streets, improving data collection, and enhancing City processes and collaboration
- Prioritize high crash intersections and corridors for improvements, especially those in Equity Emphasis Areas
- Evaluate crash data for each project to enhance data-driven decision-making
- Apply national best practices as appropriate



### Addressing the Need

Between 2016 and 2020, 21 people were killed and 144 people were seriously injured while traveling on Alexandria’s streets.

In addition to the life-altering impacts of these crashes, the perceived danger of being involved in a crash keeps many people from walking and biking, which limits the City’s ability to achieve a wide range of goals including reducing traffic congestion and greenhouse gas emissions.

61% of respondents would ride bikes more and 57% would walk more if they felt safer from traffic.<sup>6</sup>

More broadly, crashes contribute to travel delays and negatively affect the reliability of the transportation system.

### Advancing City Plans and Goals

#### *Age Friendly Plan for a Livable Community*

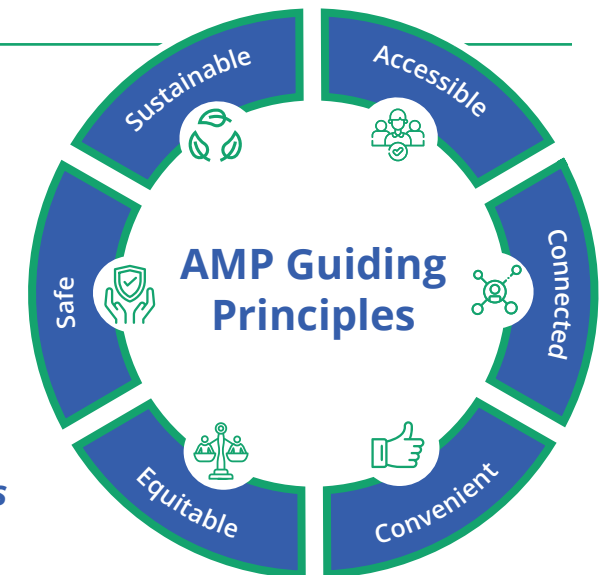
- Safe Walking, Biking, and Driving

#### *Environmental Action Plan 2040*

#### *Vision Zero Action Plan*

- Build Safe Streets for Everyone

#### *Complete Streets Policy and Design Guidelines*



6. Resident Transportation Needs Survey, 2017.



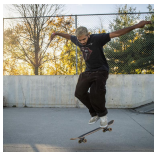
[https://www.fredericknewspost.com/news/economy\\_and\\_business/real\\_estate\\_and\\_development/aldermen-say-skate-park-refurbishment-is-chance-to-enhance-community/article\\_d7c5290f-c636-59d9-9708-5b6c33098e40.html](https://www.fredericknewspost.com/news/economy_and_business/real_estate_and_development/aldermen-say-skate-park-refurbishment-is-chance-to-enhance-community/article_d7c5290f-c636-59d9-9708-5b6c33098e40.html)

ALERT

## Aldermen say skate park refurbishment is chance to enhance community

By Ryan Marshall [rmarshall@newspost.com](mailto:rmarshall@newspost.com)

Nov 9, 2022



Staff photo by Katina Zentz

The Frederick Board of Aldermen is discussing plans to fix parts of the Hillstreet Skate Park.

---

Frederick's aldermen are calling the renovation of a skate park on the west side of Frederick an opportunity to create a destination spot for families and the rest of the community.

Improvements to the Hillstreet Skate Park could include things such as public art and areas for parents and younger siblings to wait while skaters use the park, aldermen said Wednesday during a discussion of the proposed project.

The work would be part of ongoing improvements and repairs to parks within Equity Emphasis Areas in the city, as defined by the Metropolitan Washington Council of Governments.

The council identifies Equity Emphasis Areas as places with high concentrations of lower-income residents, people who rent rather than own their homes, and communities of color that have traditionally been underserved by services and amenities.

The city has identified 14 parks for possible improvements, with projects that can affect neighborhoods throughout the city, Bob Smith, deputy director for parks and recreation, told the aldermen Wednesday.

Projects that have been recently completed or are ongoing include rebuilding two basketball courts at College Estates Park, paving and improving a shared use path in Linear Greenway/Rock Creek Park, adding six additional garden plots at Overlook Park, and renovating a basketball court at Stonegate Park, Smith said.

A renovated Hillstreet Skate Park will be a community amenity and be available for skateboarders in the city, said Andy Stout, a Frederick resident who has helped organize the effort to improve the skate park, which opened in 2004.

Details of the renovation will come as part of the city's planning process, Stout said.

He said the new facility could have murals, an art wall, and other public art.

"Really, it's whatever you want it to be," he said.

The city would use about \$1 million of a \$1.5 million project in the city's capital improvements plan for the Hillstreet park, with the rest likely divided among seven other parks, Smith said.

The city will also pursue a grant to match the city's funding, he said.

Alderman Ben MacShane said he hopes the people creating the design will find ways to include things like public art, a stage area, and seating.

They don't have to be huge areas, but will add an element for families, he said.

The project is a chance to create a destination location for skateboarders that will also serve as a park for the rest of the local community to use, he said.

Alderman Derek Shackelford agreed that the project should be more than a skate park.

It could be a destination that could serve the skating community for decades, but also give the community some ownership, as well, he said.

As the process proceeds, Smith said, his department will develop a community group to help with the project's development and come up with a request for proposals, look for grant opportunities, and talk about logistics and budgets.

---

Follow Ryan Marshall on Twitter: [@RMarshallFNP](#)

## **RyanMarshall**

Ryan Marshall is the transportation and growth and development reporter for the News-Post. He can be reached at [rmarshall@newspost.com](mailto:rmarshall@newspost.com).

# **AGENDA ITEM #8**

## **COG ELECTION OFFICIALS COMMITTEE REGIONAL UPDATE**

## **AGENDA ITEM #9**

**FIGHTING HATE FOR GOOD:  
HOW TO SPEAK UP AGAINST  
THE RISING TIDE OF  
ANTISEMITISM, HATE AND  
EXTREMISM**



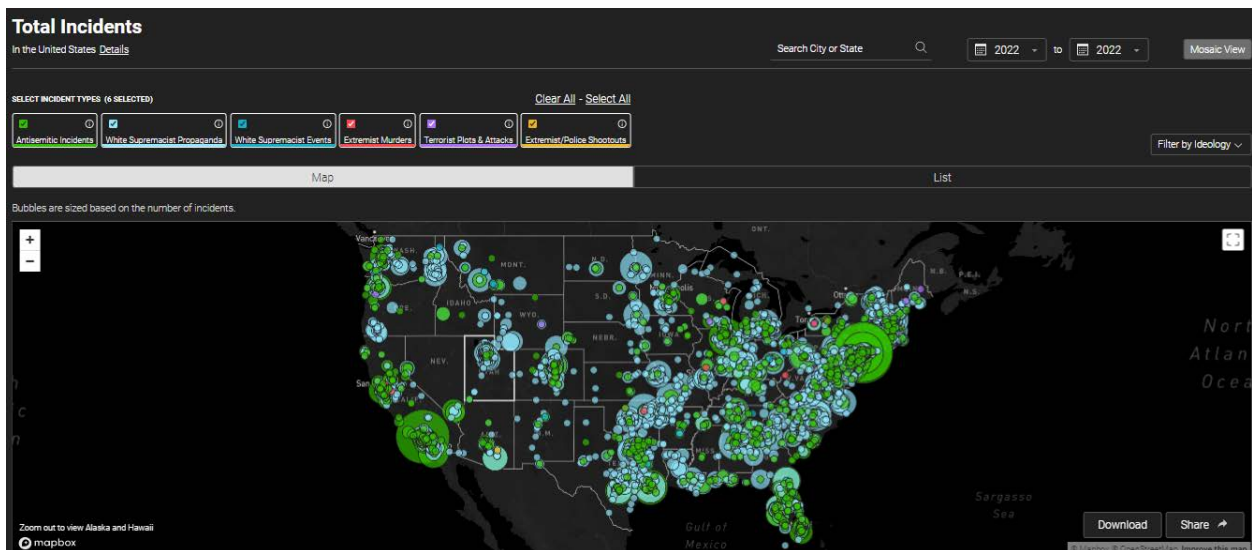


## ADL H.E.A.T. Map™ (Hate, Extremism, Antisemitism, Terrorism)

[ADL H.E.A.T. Map™](#) is the first-of-its-kind interactive and customizable map detailing specific incidents of hate, extremism, antisemitism and terrorism by state and nationwide. This interactive map lets you read details on specific incidents, better understand tactics extremists use, compare activity by type and/or state and access and download raw data.

ADL Center on Extremism experts developed this unique visualization using data points from information sources including news and media reports, government documents (including police reports), victim reports, extremist-related sources, Center on Extremism investigations and more.

ADL H.E.A.T. Map is updated monthly. A compilation of the most recent cases of anti-Jewish vandalism, harassment and assault may be viewed at the [ADL Tracker](#).



JAN  
2023

ISSUE  
01

ADL Center for Antisemitism Research

# Antisemitic Attitudes in America: Topline Findings

Conducted by NORC at the University of Chicago  
in partnership with the One8 Foundation

**ADL**<sup>®</sup>  
FIGHTING HATE FOR GOOD

## Our Mission

**To stop the defamation of the Jewish people and to secure justice and fair treatment to all.**

## About

### ADL Center for Antisemitism Research (CAR)

ADL Center for Antisemitism Research (CAR) advances the global field of antisemitism research, seeking answers to the questions foundational to understanding, preventing and reducing antisemitism.

CAR builds upon ADL's century-plus years of antisemitism expertise through an applied research network, innovative initiatives and signature projects to evaluate and identify what makes a difference in the fight against this hatred.

With pioneering approaches and a peer-review process, CAR ensures its studies are rigorous and accurate, upholding academic best practices with accessible analysis. CAR aims to diagnose the causes of antisemitism and apply what we learn through practical on-the-ground efforts – by ADL and our communal partners – to decrease antisemitism in communities in the U.S. and around the world.

### ADL

ADL is the leading anti-hate organization in the world. Founded in 1913, its timeless mission is “to stop the defamation of the Jewish people and to secure justice and fair treatment to all.” Today, ADL continues to fight all forms of antisemitism and bias, using innovation and partnerships to drive impact. A global leader in combating antisemitism, countering extremism and battling bigotry wherever and whenever it happens, ADL works to protect democracy and ensure a just and inclusive society for all.



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## Executive Summary

ADL has measured antisemitic attitudes among Americans since the early 1960s. Building on this historic work and furthering it to ensure greater accuracy, ADL, the National Opinion Research Center at the University of Chicago (NORC) and the One8 Foundation embarked on a year-long process to study the research literature on bias and antisemitism, convene academic and communal leaders and conduct qualitative interviews.

Based on the learnings from this process, ADL updated its ways of measuring antisemitism to develop a more nuanced suite of questions that provide greater understanding. ADL then used these upgraded measurement tools to survey over 4,000 individuals, a representative sample of the American population from September through October of 2022. The topline results, presented in this report, show several trends that are cause for concern:

### **Widespread belief in anti-Jewish tropes, at rates unseen for decades**

Over three-quarters of Americans (85 percent) believe at least one anti-Jewish trope, as opposed to 61 percent found in 2019. Twenty percent of Americans believe six or more tropes, which is significantly more than the 11 percent that ADL found in 2019 and is the highest level measured in decades.

### **Substantial rates of Israel-focused antisemitism**

Many Americans believe in Israel-oriented antisemitic positions – from 40 percent who at least slightly believe that Israel treats Palestinians like Nazis treated the Jews, to 18 percent who are uncomfortable spending time with a person who supports Israel.

### **Trope-focused and Israel-focused antisemitism appear to overlap significantly**

There is a nearly 40 percent correlation between belief in anti-Jewish tropes and anti-Israel belief, meaning that a substantial number of people who believe anti-Jewish tropes also have negative attitudes toward Israel.

### **Young adults have more anti-Israel sentiment than older generations, and only marginally less belief in anti-Jewish tropes**

While young adults (between the ages of 18 and 30) show less belief in anti-Jewish tropes (18 percent believe six or more tropes) than older adults (20 percent believe six or more tropes), the difference is substantially less than measured in previous studies. Additionally, young adults hold significantly more anti-Israel sentiment than older adults, with 21 percent and 11 percent agreeing with five or more anti-Israel statements, respectively.

This report is the first in a series on antisemitic attitudes in the United States from this survey, with future reports covering topics including differences in antisemitic attitudes across the political and ideological spectrum; antisemitism among different racial and ethnic groups; views of Jews as privileged; similarities and differences between biases against Jews and other groups; and key drivers of belief in anti-Jewish tropes and anti-Israel sentiment.



## Introduction

In 1964, ADL began measuring to what extent Americans believe certain antisemitic tropes through a detailed quantitative survey conducted in partnership with researchers at the University of California Berkeley and the National Opinion Research Center at the University of Chicago (NORC). The index used by ADL focused on gauging belief in particular historic anti-Jewish tropes or stereotypes, such as whether “Jews stick together more than other Americans,” “Jews have too much power in the business world” and “Jews have a lot of irritating faults.”

As a result of the rise in antisemitic incidents over the past several years, as measured by the [ADL Audit](#), ADL created a new research center focusing on antisemitism. Further, as antisemitism in the United States evolves to include not just traditional, authoritarian versions of antisemitism but also newer forms of antisemitism, including anti-Zionism, ADL identified the need for more comprehensive research methods.

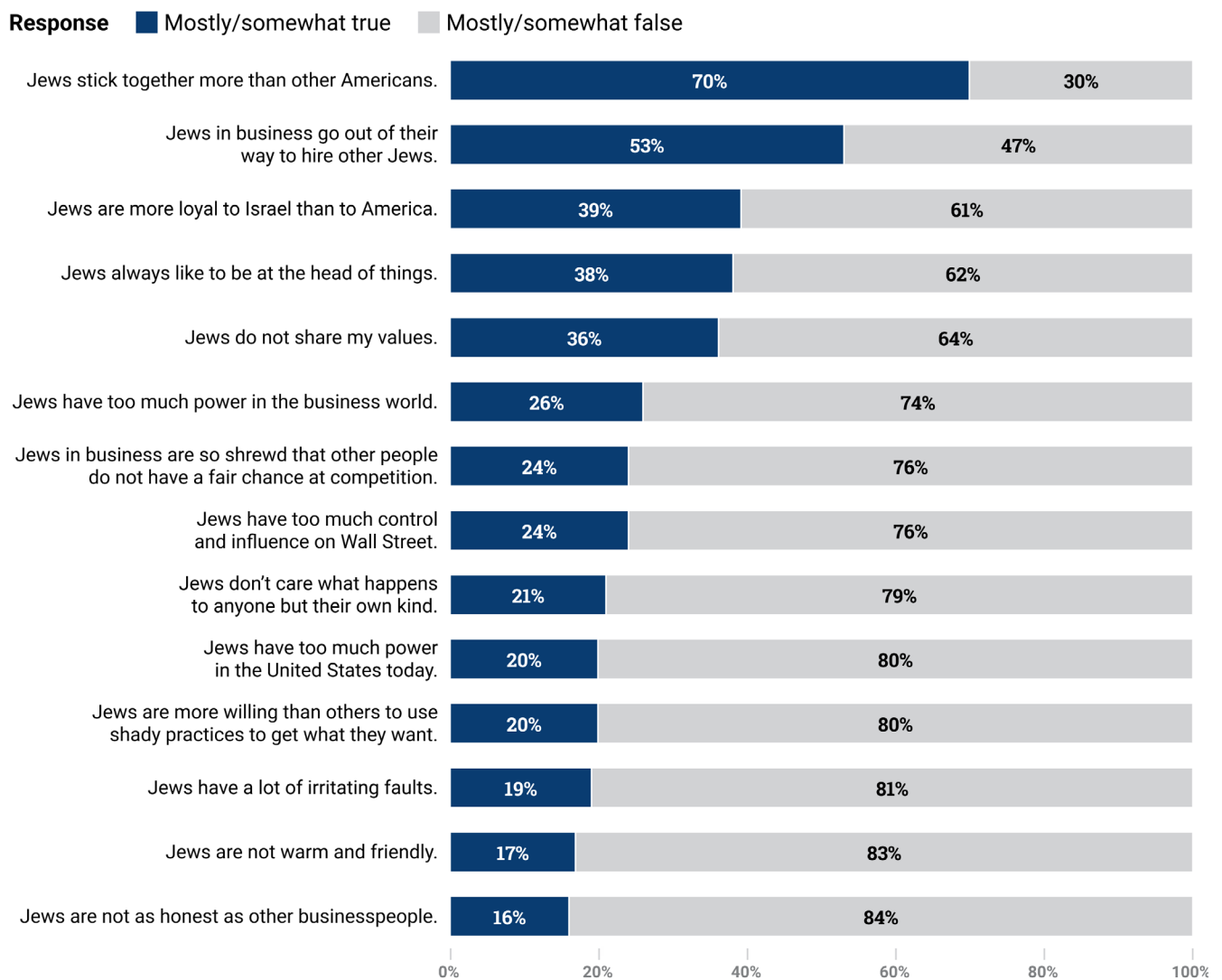
Over the past year, ADL, in partnership with the One8 Foundation and NORC, undertook an effort to evolve its survey to include different forms of antisemitism that were not captured in prior research. The new survey augmented existing questions by probing respondents’ sentiments toward Israel and its supporters, investigating societal perceptions of Jewish stereotypes, ascertaining respondents’ previous encounters and experiences with Jews, and conducting novel experiments that attempted to expose anti-Jewish biases respondents may not have been willing to share. As a result, ADL now has several batteries of questions that together create a more comprehensive picture of antisemitic attitudes in the United States.

Researchers used this new instrument to survey 4,007 respondents in September through October of 2022. This report is the first in a series on antisemitic attitudes in the United States from this survey. It details topline findings on belief in anti-Jewish tropes and anti-Israel sentiment. The report also includes an analysis of the ways in which anti-Jewish attitudes and anti-Israel sentiments converge and diverge, illuminating several new avenues for understanding antisemitism. Future reports over the coming months will cover topics including differences in antisemitic attitudes across the political and ideological spectrum; antisemitism among different racial and ethnic groups; views of Jews as privileged; similarities and differences between biases against Jews and other groups; and key drivers of belief in anti-Jewish tropes and anti-Israel sentiment.

# Belief in Anti-Jewish Tropes

Respondents were asked to rate the truthfulness of 14 statements describing different traditional anti-Jewish tropes.<sup>[1]</sup> These tropes reference common anti-Jewish conspiracies theories that previous research has shown lead to hostility and violence.<sup>[2]</sup> As seen in the chart, researchers found significant levels of support for these tropes.<sup>[3]</sup> Some of these statements view Jews as “clannish,” with 70 percent and 53 percent of Americans saying that Jews stick together more than others and go out of their way to hire other Jews, respectively. Other tropes relate to the concept of “dual loyalty,” with 39 percent of Americans saying that Jews are more loyal to Israel than the United States. Finally, we see over 20 percent support for several statements relating to Jews being too powerful in business and Wall Street.

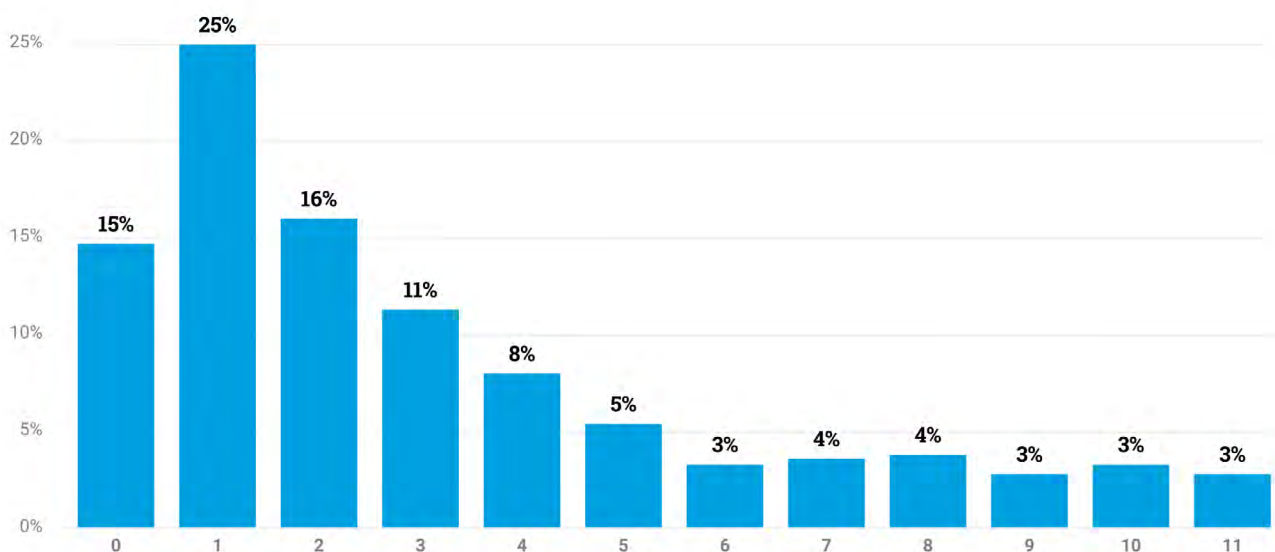
## Percent of Americans Who Say the Following Statements About Jews Are True or False





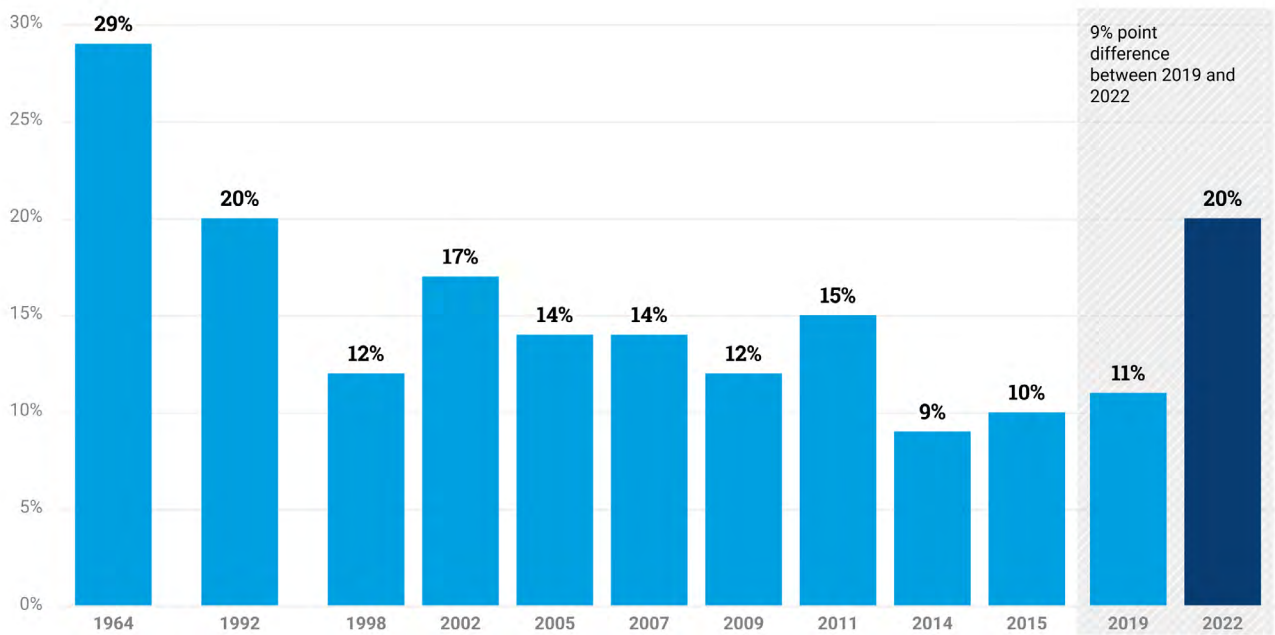
Researchers also looked at the overall number of different anti-Jewish tropes that people believe. The chart below shows the percentage of Americans that selected either “Somewhat True” or “Mostly True” for a certain number of anti-Jewish tropes. As this graph demonstrates, 85 percent of Americans think at least one trope is somewhat true. Approximately 20 percent of Americans (corresponding to around 52 million people) believe in six or more of the 11 anti-Jewish tropes that ADL has measured since 1964, which in this index are counted among those who hold significant antisemitic attitudes. All 11 tropes are believed by three percent of the population, which corresponds to approximately 8 million people - more than the number of Jews in the United States.

### Number of Anti-Jewish Tropes that Americans Believe to Be at Least Somewhat True



Researchers compared the share of Americans who believe in six or more anti-Jewish tropes over time, with the caveats discussed in the methodological appendix. The share of Americans who believe six or more tropes appears to be significantly greater than measured in the previous study – from 11 percent in 2019 to 20 percent in 2022.

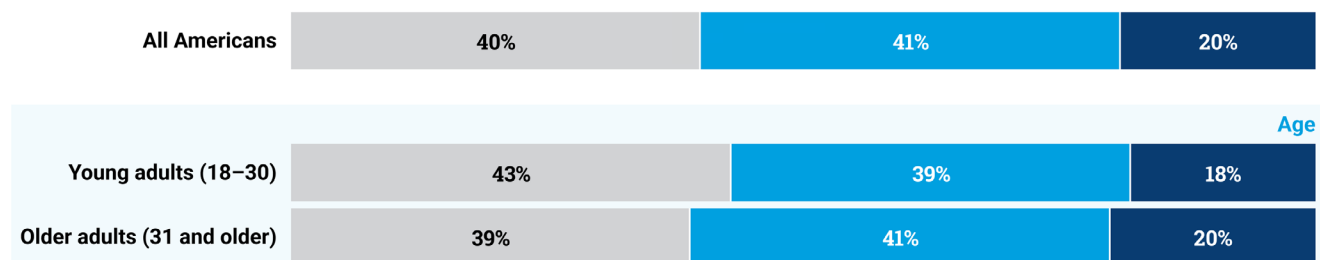
## Percent of Americans Agreeing with Six or More Anti-Jewish Tropes Across Time



Researchers observed greater belief in anti-Jewish tropes among young adults (ages 18-30) in the 2022 survey than in prior research. While younger adults have modestly lower rates of believing in tropes than older Americans, this difference is far less than previously observed. For example, in 1992, ADL found a 19-percentage point gap between those under 40 and those over 40. Indeed, one of that study’s major findings was that “the steady influx of younger, more tolerant Americans into the adult population” had led to an overall decrease in antisemitism.<sup>[4]</sup>

## Percent of Americans Who Think Anti-Jewish Tropes are at least Somewhat True, by Demographic

■ 0–1 tropes ■ 2–5 tropes ■ 6 or more tropes



Due to rounding, some numbers may not add up to 100

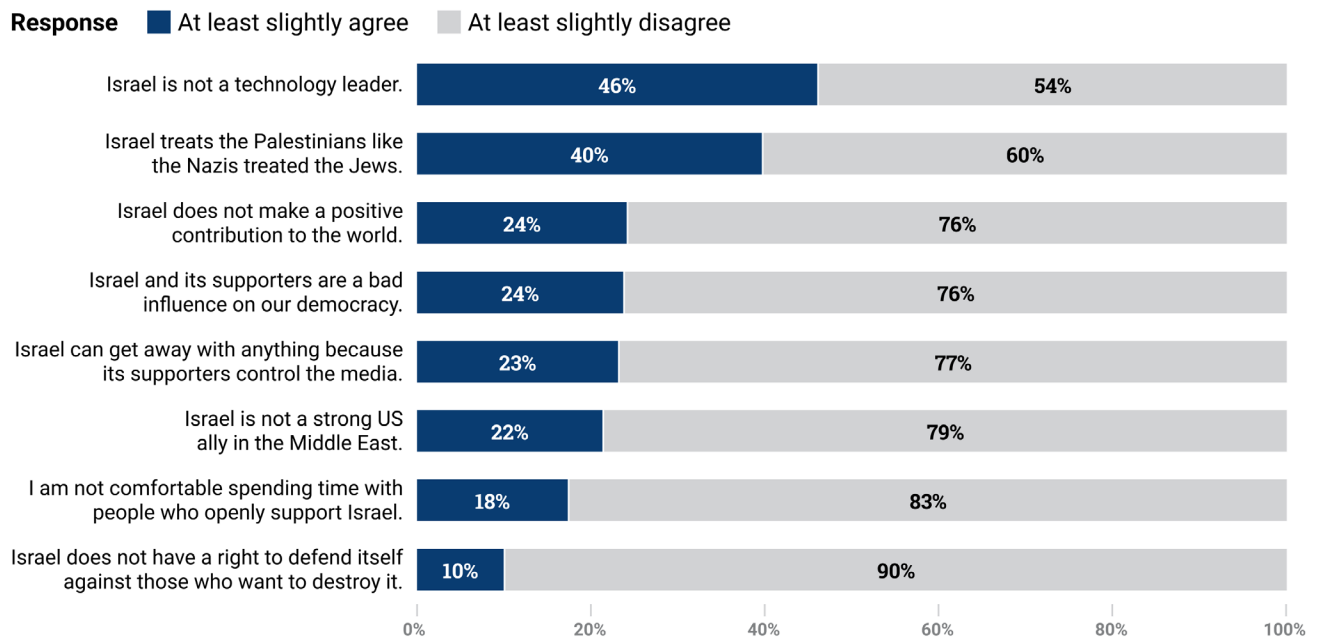
# Israel-Focused Antisemitism and Sentiment

ADL has seen the ways in which criticisms of Israel can exceed policy critiques and instead morph into traditional anti-Jewish conspiracy theories and antisemitic tropes as well as be weaponized to malign or increase hostility toward Jews generally. As a result, researchers adapted measures of an Israel Sentiment Index, presenting eight statements about Israel and its supporters and asking respondents whether they agree with them on a 6-point scale. <sup>[5]</sup>

Just like the anti-Jewish tropes, the statements vary in kind and intensity, creating a broad measure of Israel sentiment, not solely measuring only extreme forms such as anti-Zionism. <sup>[6]</sup>

The below chart shows support for each statement in the Israel Sentiment Index. Notably, 90 percent of Americans believe Israel has a right to defend itself against those who want to destroy it. Further, 79 percent of Americans see Israel as a strong ally of the United States. However, negative, antisemitic sentiments toward Israel are held by a broad swath of the American public – from 40 percent who believe, at least slightly, that Israel treats Palestinians like Nazis treated the Jews, to 18 percent who are uncomfortable spending time with a person who supports Israel.

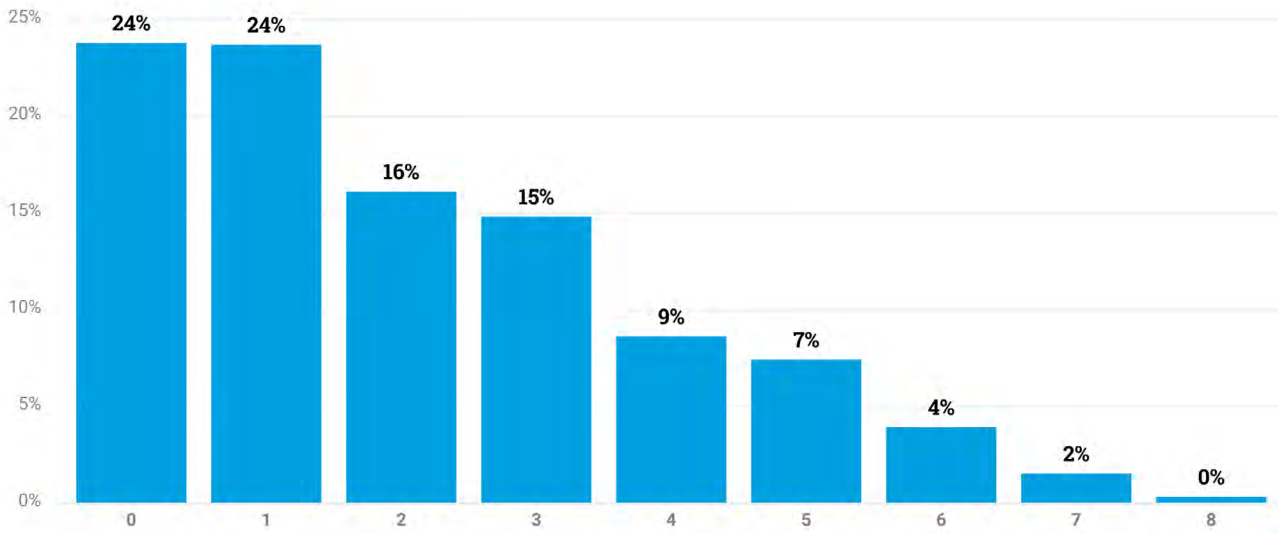
## Percent of Americans Who Agree or Disagree With the Following Statements About Israel and its Supporters



*Due to rounding, some numbers may not add up to 100.*

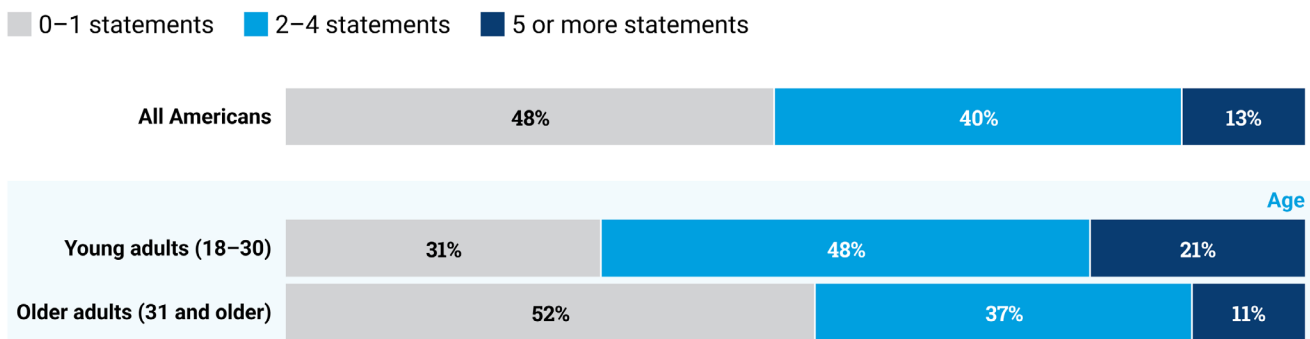
Just as researchers examined the number of different anti-Jewish tropes that people believe in, researchers also looked at the different number of the eight statements about Israel that people agree with. The chart below shows the percentage of Americans that selected either “Slightly Agree,” “Agree,” or “Strongly Agree” for a certain number of negative statements about Israel.

### Number of Anti-Israel Statements that Americans at least Slightly Agree With



Unlike with traditional anti-Jewish tropes, researchers found that young adults believed in significantly more anti-Israel statements than older adults. Twenty-one percent of young adults agreed with five or more of the eight anti-Israel statements – almost double the 11 percent of older adults.

### Percent of Americans Who at least Slightly Agree with Anti-Israel Statements, by Demographic



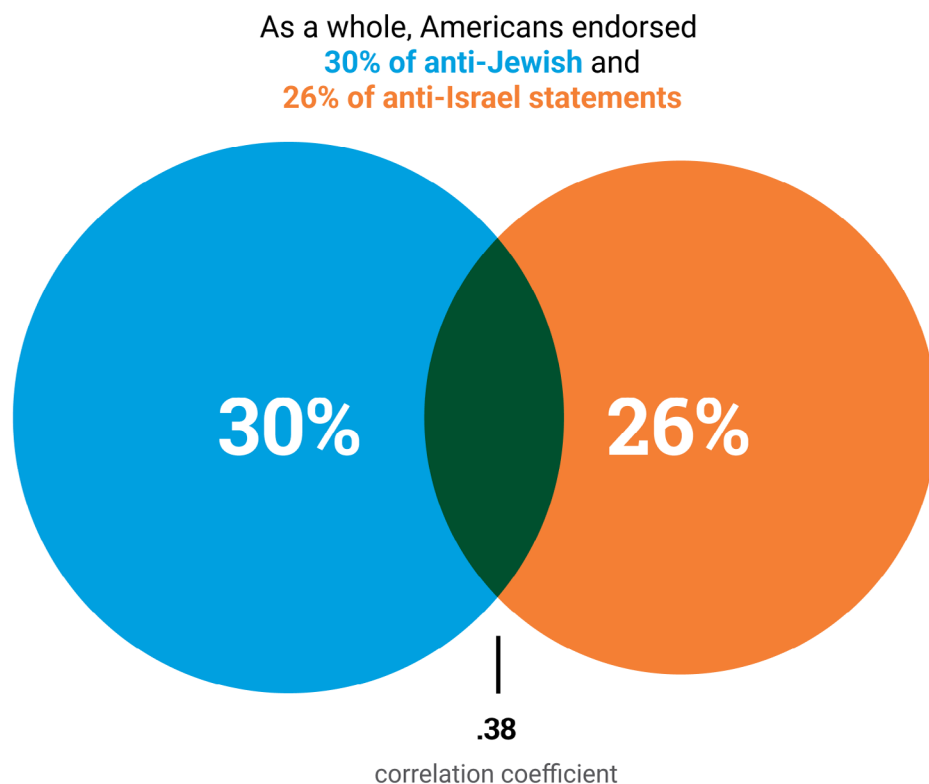
Due to rounding, some numbers may not add up to 100

## The Relationship Between Antisemitism Revealed by Classical Tropes and Israel Sentiment

Researchers also wanted to explore the relationship, or correlation, between antisemitism focused on Jewish tropes and antisemitism focused on Israel. High correlation would mean that those who believe in classical anti-Jewish tropes are likely to also express anti-Israel forms of antisemitism, and vice versa. In contrast, low correlation means that the group of people who believe anti-Jewish tropes are largely separate from the group of people who express Israel-focused forms of antisemitism. Such analysis is important for predicting whether interventions that target trope-focused antisemitism are likely to also reduce Israel-focused antisemitism, and vice versa. Similarly, correlations help inform our prediction of whether increased belief of classical anti-Jewish antisemitism will lead to greater anti-Israel antisemitism.

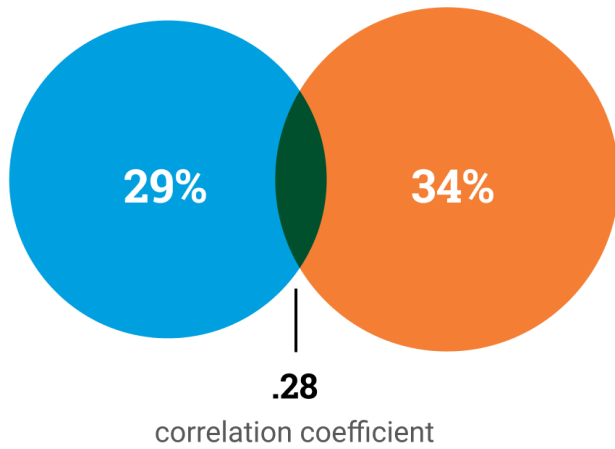
To explore this relationship, the charts below show the percentage of anti-Jewish and anti-Israel statements believed by the average American, along with the degree to which they are correlated.<sup>[7]</sup> Researchers found a substantive correlation (0.38) between belief in anti-Jewish tropes and anti-Israel sentiment across all respondents. Older adults have a much higher correlation (0.43) than we find in younger adults (0.28).

### The Overlap Between Belief in Anti-Jewish Tropes and Anti-Israel Sentiment, All Americans

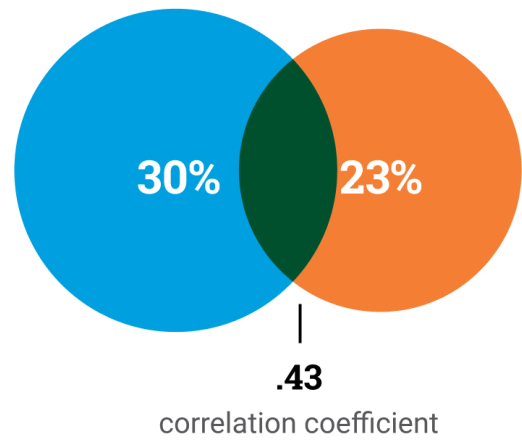


## The Overlap Between Belief in Anti-Jewish Tropes and Anti-Israel Sentiment by Age

Young adults (18–30) endorsed **29% of anti-Jewish** and **34% of anti-Israel statements**



Older adults (31 and older) endorsed **30% of anti-Jewish** and **23% of anti-Israel statements**



## Conclusion

This topline report shows that antisemitic attitudes in the United States are widespread and likely increasing: 85 percent of Americans believe at least one anti-Jewish trope, as opposed to 61 percent in 2019. Furthermore, 20 percent of Americans believe six or more anti-Jewish tropes, substantially more than the 11 percent found in 2019. Unlike in years past, researchers found that young people seem to hold similar levels of belief in anti-Jewish tropes compared to older adults. This report also shows that anti-Israel sentiment, including anti-Israel sentiment rooted in antisemitic conspiracy theories, is held by broad swaths of the population. Analysis further revealed that while belief in traditional anti-Jewish tropes and anti-Israel sentiment are discrete, they overlap in substantial ways.

Over the coming months, ADL will release a series of reports outlining key findings from its 2022 national survey. These reports will probe deeply into antisemitic attitudes among different subpopulations; views of Jewish stereotypes; similarities and differences between prejudices against Jews and other groups; and key drivers of belief in anti-Jewish tropes and anti-Israel sentiment.

## Appendix: Methodology

### Sample

The sample contains 4,007 respondents from the National Opinion Research Center's [AmeriSpeak](#) panel surveyed from September through October of 2022. Since its founding by NORC at the University of Chicago in 2015, AmeriSpeak has produced more than 900 surveys, been cited by dozens of media outlets and become the primary survey partner of the nation's preeminent news service, The Associated Press. AmeriSpeak was chosen for this study because of its scientifically rigorous panel and its strong representation of hard-to-reach populations, including low-income households, less educated persons, young adults, rural households, persons who are less interested in the news, and social and political conservatives.

Indeed, careful attention was paid to ensure the probability sample included a broad swath of respondents from a range of socio-economic, political and ethno-racial backgrounds. This is a weighted, representative sample of Americans generally, and of the sub-populations that researchers oversampled: those between the ages of 18 and 30 (1,292 respondents), those on the political Right (420) and political Left (663), Black Americans (578) and Hispanic Americans (626).

The study was registered with the University of Chicago's Institutional Review Board for the Ethical Treatment of Human Subjects. The data are weighted to represent the general population of the United States in addition to the aforementioned subpopulations using the benchmarks of the demographic profile of the National Opinion Research Center's AmeriSpeak panel and its 2021 General Social Survey.

ADL and its partners seek to ensure the data and methodology are transparent and shared with the public. To that end, the data will be released through ICPSR at the University of Michigan.

### Survey

The survey questionnaire was designed as a large-scale collaboration between the staff at the ADL Center for Antisemitism Research, NORC, the One8 Foundation, Jewish communal and civil rights leaders, and an academic advisory board of scholars. Wherever possible, researchers incorporated questions that had been asked and validated elsewhere (such as the statements related to Israel) or had been asked previously by ADL (such as the ADL Index of anti-Jewish tropes).



Decades-long studies, such as the ADL Index, must balance continuity around measures while updating methods to ensure greater rigor and modern practices. Researchers opted to use the same 11 classic statements that probe, in particular, authoritarian anti-Jewish conspiratorial belief. In addition, researchers added back in a predictive statement that, while asked in the original 1964 study, had been dropped more recently. Further, researchers added two positively phrased statements in order to ensure greater rigor in the presentation of the attitudinal battery.

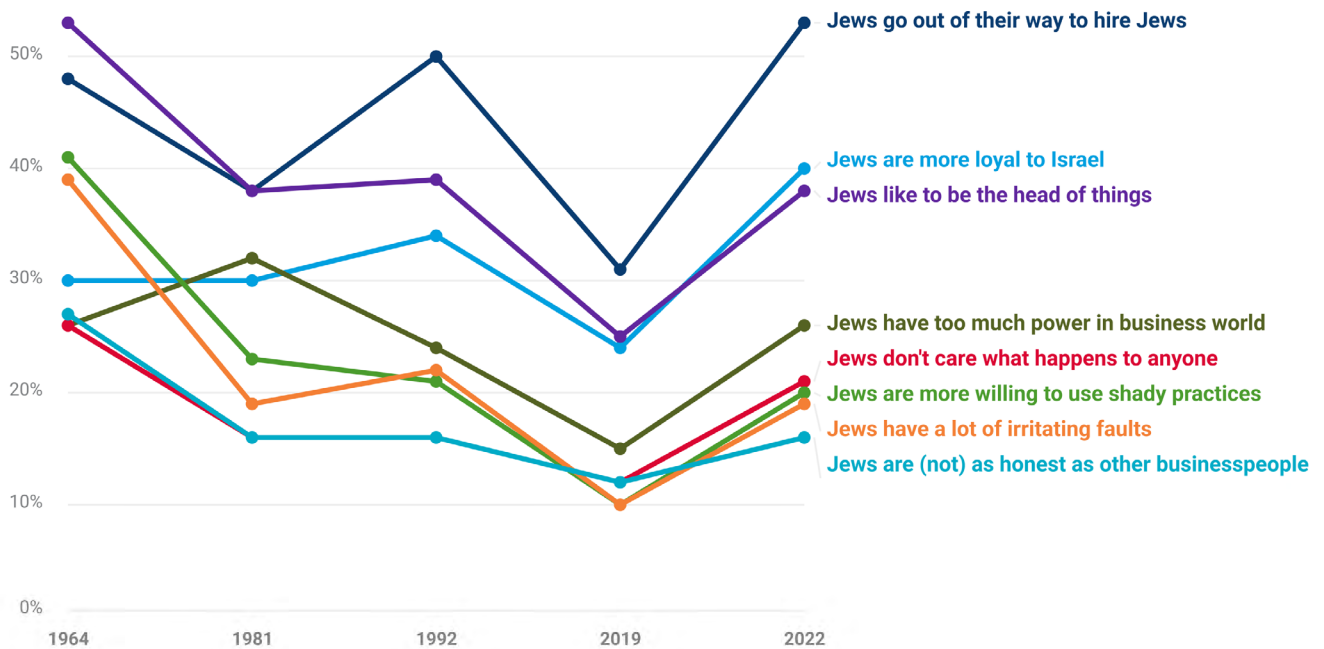
For the set of anti-Jewish tropes that have been asked in some form since 1964, comparisons in survey responses over such a long period of time are never perfect given that sampling techniques, modes of administration, societal understandings of terms, and norms in responding to surveys change over time. Additionally, slight changes were also made to the response options presented to respondents and to question wording in line with best practice of surveys. For this survey, the primary goal was to ensure that researchers accurately capture antisemitic attitudes in America.

In some cases, researchers made changes based on methodological best practice. For example, for the current survey, researchers opted to remove the “Unsure/Don’t Know” option for anti-Jewish tropes, considering it a crucial adjustment to the rigor of the study. While it is important to retain the “Unsure/Don’t Know” option for fact-based questions (some people just do not know a fact), for opinion-based questions, it is broadly better to compel some meaningful selection.

Additionally, over time, the mode of surveys has generally changed. For example, in ADL’s 2019 survey, researchers primarily opted for internet distribution rather than person-to-person interviews because research has shown that internet administration generally reduces what may be people’s reluctance to admit to prejudiced views. This is referred to as social desirability bias. Indeed, taken altogether, the changes to the index were designed to reduce social desirability bias, likely revealing some beliefs that otherwise may have gone undetected.<sup>[8]</sup>

Below shows the share in belief of specific tropes at different points of survey administration, including the first and most recent.

## Percent of Americans Agreeing with Anti-Jewish Tropes, 1964–2022



Researchers also conducted Principal Component Factor (PCF) analysis<sup>[9]</sup> of the anti-Jewish tropes and anti-Israel sentiments to examine, among other things, whether the statements included in each index measure the same underlying phenomenon. As seen in the below factor loadings,<sup>[10]</sup> the statements for each of the indices score highly, showing that each index is composed of complementary statements. This shows that while some readers might think that Israel being a technology leader is not a measure of anti-Israel sentiment, the factor loadings indicate that those who hold anti-Israel beliefs do find it relevant.

## Principal Component Factor Analysis for Anti-Jewish Index

Anti-Jewish Tropes	Unrotated Factor Loadings	Unique Variance
Jews stick together more than other Americans	0.49	0.51
Jews share my values	-0.47	0.50
Jews always like to be at the head of things	0.71	0.45
Jews are more loyal to Israel than to America	0.62	0.56
Jews have too much power in the business world	0.84	0.29
Jews have too much control and influence on Wall Street	0.81	0.34
Jews are just as honest as other businesspeople	-0.64	0.34
Jews don't care what happens to anyone but their own kind	0.82	0.33
Jews have too much power in the United States today	0.83	0.30
Jews in business are so shrewd that other people do not have a fair chance at competition	0.80	0.35
Jews are more willing than others to use shady practices to get what they want	0.83	0.31
Jews have a lot of irritating faults	0.76	0.42
Jews in business go out of their way to hire other Jews	0.62	0.51
Jews are warm and friendly	-0.56	0.35

Chart. Factor loadings for anti-Jewish trope statements.

## Principal Component Factor Analysis for Anti-Israel Index

Anti-Israel Statements	Unrotated Factor Loadings	Unique Variance
Israel and its supporters are a bad influence on our democracy	0.78	0.39
Israel can get away with anything because its supporters control the media	0.76	0.42
Israel treats the Palestinians like the Nazis treated the Jews	0.76	0.42
I am comfortable spending time with people who openly support Israel	0.73	0.47
Israel makes a positive contribution to the world	0.78	0.38
Israel has a right to defend itself against those who want to destroy it	0.63	0.60
Israel is a strong US ally in the Middle East	0.77	0.41
Israel is a Technology Leader	0.75	0.43

Chart. Factor loadings for anti-Israel statements.

## Appendix: Acknowledgements

This report benefited from the contributions of many people, including the team at the National Opinion Research Center, specifically, David Dutwin and Martha Stapleton. Significant contributions were also made by Emma Tsurkov, Jacob Dennen, Ayal Feinberg, Karyn Cohen Leviton, Alyssa Arens, Laura Royden, Michael Zanger-Tishler and Huseyin Emre Ceyhun. The researchers would like to thank the research advisory board and reviewers, including: Eitan Hersh, Alan Cooperman, Susan Fiske, Joshua Kalla, Brendan Nyhan, Donald P. Green, and Ilana Horwitz. The board offered insight into and criticism of the design, development, analysis, and reporting of this study; however, the content of the report is the authors' alone. Additional thanks to the Crimson Lion/Lavine Family Foundation, the ADL Lewy Family Institute for Combating Antisemitism, the Diane and Guilford Glazer Foundation and the Rosalinde and Arthur Gilbert Foundation.

## Footnotes

**[1]** These 14 statements do not represent all anti-Jewish tropes, but rather a set of tropes that have been common at least since World War II. These 14 statements included the 11 original or Classic ADL Index statements, 1 that was originally in the 1964 study, and 2 new positively phrased statements to add more rigor to the question battery. The statement added back in – “Jews go out of their way to hire other Jews” – was found to be a significantly predictive factor in researchers' analysis of the original index and data, compelling re-inclusion in the current iteration. Additionally, while most of the statements used in the index reflected a negative attitude or stereotype towards Jews, three were phrased in the positive. These statements were: “Jews are warm and friendly”; “Jews are as honest as other businesspeople”; and “Jews share my values”. To visually compare them to the other negative statements about Jews, researchers added a “not” in the data presentation and reverse-coded the responses.

**[2]** Adorno, Theodor, Else Frenkel-Brenswik, Daniel J. Levinson, and R. Nevitt Sanford. *The authoritarian personality*. Verso Books, 2019.

**[3]** Respondents were administered this battery of statements in a randomized order with the rule that the first statement shown always had to be one of the three positively phrased statements, so as to ensure that both sequence and statement valence did not bias results.

**[4]** ADL Antisemitism Survey. May 1992. 37.

**[5]** Researchers adapted questions from Allington and Hirsh's Antizionist Antisemitism Scale. Allington, Daniel and Hirsh, David. "The AzAs (Antizionist Antisemitism) Scale: Measuring Antisemitism as Expressed in Relation to Israel and Its Supporters" *Journal of Contemporary Antisemitism*, vol. 2, no. 2, 2019, pp. 43-52. In line with the anti-Jewish

trope statements earlier, researchers reverse coded the positive statements for ease of interpreting analysis results. Statements presented to respondents varied in the strength of the negativity they conveyed, and in their focus on Israel versus its supporters. These eight statements are not meant to test knowledge or adjudicate criticism of Israel as legitimate, accurate or not. Rather, the Israel Sentiment Index is primarily meant to measure different dimensions of sentiment towards Israel. Accordingly, the statements are not meant to be as closely related to each other as possible, but, to the contrary, they are geared towards finding how different can these statements be while still measuring the same underlying social phenomenon.

**[6]** Inclusion of a statement in the index is not meant to imply that any one statement is strictly a measure of sentiment towards Israel, as opposed to anti-Jewish prejudice. Finally, given the low awareness and debates around the definition of Zionism and anti-Zionism, researchers avoided using these terms.

To measure whether these different statements do in fact measure the same underlying phenomenon, Principal Component Factor (PCF) analysis was conducted. For a more detailed explanation of PCF and its application to the anti-Jewish and anti-Israel sentiment, see the appendix.

**[7]** A Pearson Correlation coefficient can take any value between 1 and -1. The further away the coefficient is from zero, the stronger the relationship. 1 (or -1) means perfect correlation. The closer the correlation coefficient is to zero, the weaker the relationship. A correlations coefficient of zero means the two variables are independent of each other. Generally, any correlation above 0.5 suggests high correlation, and between 0.25 and 0.5 suggests moderate correlation.

**[8]** See, e.g., Croucher, Stephen M., Elvis Nshom Ngwayuh, Diyako Rahmani, and Cheng Zeng. "Social Desirability Bias among Prejudice Instruments: An Integrated Threat." *Journal of Intercultural Communication* 2019, no. 50 (2019). Also: Pew Research Center. *Race in America* 2019.

**[9]** To measure whether these different statements do in fact measure the same underlying phenomenon, Principal Component Factor (PCF) analysis was conducted. Sampling adequacy was measured as well as internal reliability of score, whether agreement with these eight anti-Israel statements reflects a single underlying latent dimension, and the degree to which each of the tropes influence the factor. The Kaiser-Meyer-Olkin measure of sampling adequacy is 0.92 for the entire scale and more than 0.9 for every variable (every anti-Israel statement) individually. This means that analytically, the data is suitable for factor analysis of all the statements together and that each variable individually is suited for inclusion in the factor.



The internal reliability of the scale, measured using Cronbach's Alpha, is 0.88 on a scale of zero to one, where zero means no internal reliability. A Cronbach's alpha score of 0.7 and above is considered good in the social sciences.

The first, and best, factor has an eigenvalue of 3.9, while the second has an eigenvalue of 0.18. This can be interpreted to mean that the eight statements used in the index share an underlying phenomenon, and only one.

**[10]** The factor loading is the correlation between the item and the factor. It can range in value from 1 to -1. The further away a value is from zero, the stronger is the justification to include the corresponding variable in the index. A factor loading of more than 0.30 indicates a moderate correlation between the item and the factor and is commonly used as the cutoff for inclusion.

**[11]** Unique variance represents the variation in the item that reflects unknown latent causes, and random error due to measurement error.

## Support

**This work is made possible in part by the generous support of:**

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