



District of Columbia Government
Advisory Neighborhood Commission 6A
P.O. Box 15020
Washington, D.C. 20003



June 16, 2025

Mayor Muriel Bowser
Deputy Mayor for Planning and Economic Development Nina Albert
City Administrator Kevin Donahue
Council Member Charles Allen
Department of Transportation Director Sharon Kershbaum

Via email

Re: H St NE Bus Priority Project

Dear District Leaders:

At a regularly scheduled and properly noticed meeting¹ on June 12, 2025, Advisory Neighborhood Commission 6A voted 5-0-0 (with 4 Commissioners required for a quorum) to reaffirm our support for comprehensive transit, bike, and pedestrian improvements along the H St NE corridor. While we are disappointed in the delay of action along this corridor, this Commission continues to believe that the changes originally proposed in this project would improve safety and mobility for all users of the road, including pedestrians, transit riders, and motorists. The proposed changes included in DDOT's 90% plan will help the X2 (nee D20), X9, and future public transit vehicles function much better while also making traffic speeds and patterns safer along the corridor. We were not far removed from a short stretch of time where several vehicles crashed into storefronts on H St. NE, and then another vehicle crashed into 1402 H St NE earlier this month. This prompted over 25 businesses on H Street NE to write a letter to the previous DDOT Director asking for bus lanes and other safety improvements along the corridor. This project can help protect the people and places that make the H St NE corridor such a valued part of our community.

The priority transit lanes will make the area safer by encouraging more people to take public transit along the corridor since it will move faster and be much more reliable. The proposed curb bumpouts and mid block crossings, paired with the halving of personal car travel lanes, will make for much safer pedestrian crossings at all intersections along the corridor.

Over the last five years, this ANC has expressed repeated support for this project through four letters to DDOT and a questionnaire to help DDOT perform a Traffic Safety Assessment. In all of those letters, we have asked DDOT to help make this corridor a safer place to transit, live, work, and play. This project can achieve all of those goals. It can even help the small business of this area. Studies have repeatedly shown that access to frequent, reliable transit has positive impacts on businesses along the corridors where transit options are improved. Only three years ago, 25 businesses along the corridor expressed support for the same changes that were proposed in the 90% plans released last year.

This ANC also believes that any plans for the development of the RFK stadium site will require robust and efficient transit from Union Station down the H Street/Benning Road corridor. There is no feasible way to force enough single occupant private vehicles through this thoroughfare. The solution has to be dedicated transit lanes

¹ANC 6A meetings are advertised electronically on anc-6a@googlegroups.com, and newhilleast@groups.io, at www.anc6a.org, on Twitter (@ANC6A) and through print advertisements in the Hill Rag.



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that efficiently move dozens of people at a time in the same space that only three single occupant vehicles can use. During a recent appearance on the radio, Mayor Bowser highlighted the H Street corridor as a pre-game destination for stadium events. Those patrons will need a safe way to transport down the corridor to the RFK site that does not involve bumper-to-bumper traffic through these residential neighborhoods. The solution is efficient and effective bus service with a dedicated transit lane down H Street NE.

In addition, the planned redevelopment of Union Station will have the Hopscotch Bridge down to one vehicle lane in each direction for much of the foreseeable future. Thus, there will be no reason to reserve so much space for private vehicles on roads that are unlikely to be used as commuters seek alternative routes during bridge construction.

ANC 6A is proud to support and work in partnership with ANC 6C, which is submitting a similar letter of support for the 90% Design Plan. This alignment between ANC commissions reflects unified support from communities across the corridor that are committed to safer streets, more reliable transit, and vibrant local business development.

Thank you for giving great weight to the recommendations of ANC 6A. Chair Wethington can be contacted at 6A05@anc.dc.gov. ANC 6A Transportation and Public Space Committee Chair Patrick Bloomstine can be contacted at 6ATPSChair@gmail.com.

On behalf of the Commission,

Dave Wethington
Chair, Advisory Neighborhood Commission 6A