



District of Columbia Government  
Advisory Neighborhood Commission 6A  
PO Box 15020  
Washington, DC 20003



April 5, 2026

Emma Estes, Community Planner - DC Office of Planning

Vincent Ubiera, Community Planner - DC Office of Planning

Via email and the ANC Resolutions Website

Re: H St NE Land Use and Market Study

Dear Ms. Estes and Mr. Ubiera:

At a regularly scheduled and properly noticed<sup>1</sup> meeting on March 12, 2026 our Commission voted 5-0-0 (with 4 Commissioners required for a quorum) to send this letter which catalogs the ANC 6A TPS committee's views about the H St NE corridor. The letter also memorializes the committee's feedback for the D.C. Office of Planning ("OP") land use and market study for the H Street NE corridor. Additionally, ANC 6A requests that OP review the 2004 H St NE land use study and reflect on what did and did not work from it and what was and was not implemented from it.

### **Previously Expressed Views Regarding the H Street NE Corridor**

Over the last five years, this ANC has expressed repeated support for a comprehensive redesign of H Street NE to make it friendly to people first instead of cars. ANC 6A's views have been expressed 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. Any future plans that do not center those goals will prevent the corridor from being its best version. 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 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.

We reaffirm our support for comprehensive transit, bike, and pedestrian improvements along the H St NE corridor, including the H St NE Bus Priority Project. The previously proposed curb bump-outs and mid-

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

block crossings would expand pedestrian public space and make for much safer pedestrian crossings at all intersections along the corridor.

**A summary of ANC 6A's letters to DDOT and the Mayor regarding H Street NE show that:**

We envision a H Street NE redesign that

1. Protects the lives of our neighbors and visitors,
2. Allows our local business to flourish and grow,
3. Celebrates our neighborhood history,
4. Provides predictable and reliable bus service for transit-dependent neighbors, and
5. Is environmentally sustainable.

Our General Priorities for a better H Street NE include:

1. Bus/ streetcar-only lanes;
2. Wider sidewalks; and
3. Pick up and drop off zones, as mentioned in the letter from 25 businesses on H Street NE. Previously supported DDOT's Notice of Intent NOI-24-262-CPD to convert 2-hour metered parking zones to 10-minute metered parking zones and Accessible (ADA) parking zones along the 300-1400 blocks of H Street NE.

Specific Requests that we have that we believe would vastly improve the health and wellbeing of the corridor as a whole, include:

1. Sidewalk extensions/bulb-outs at 14th Street, 8th Street, and 6th Street;
2. Changes to traffic light timing to reduce driver speed
3. Leading Pedestrian Intervals throughout the corridor, but especially for pedestrians crossing H Street.
4. A midblock crosswalk in the 1300 block of H Street NE;
5. Diagonal pedestrian crossing/exclusive pedestrian interval, also known as a 'barnes dance' crossing at 8th Street NE, where bus riders are frequently switching between the D20/D2X to the C53 line.
6. Raised bus platforms throughout the project, including in ANC6A on the east side of the project. Specifically at 11th and H Streets NE, bus riders regularly stand in the street.
7. Addition of significantly more shade throughout the corridor for bus riders and pedestrians, from tree box expansion and potentially from shade sails where tree canopy cannot be added. The addition of trees will ameliorate the urban heat island effect, reduce air pollution, and support mental and physical health for pedestrians and bus riders, especially in the spring and summer months.
8. Removal of unused newspaper bins
9. Removal of cobblestone, which has been hard to navigate for pedestrians and wheelchair users, and also has been used to break glass storefronts.
10. We would appreciate further study of the optimal parking mix for each block given current business configurations. This should include DDOT engagement with businesses to determine if

their request for shorter-term parking for pick up and drop off is still relevant, and if so, to add 10-minute parking to the mix on every block, including on the east side of the corridor.

11. Paint on the street that shows clearly which areas are ADA parking, which are 10-minute, and which are 2-hour.

12. Additional ADA parking spots on each block.

13. Additional parking enforcement on the corridor, including the side streets in the early weeks of implementation.

14. More pedestrian-only days, such as the H St Festival.

15. The addition of public restroom facilities via the Throne pilot or other means.

During a June 2025 appearance on the radio, Mayor Bowser highlighted the H Street corridor as a pre-game destination for events at the planned RFK Stadium redevelopment. 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.

A list of the sources for the above priorities is available here:

[January 11, 2021 - H St Businesses Support for a Safer H St](#)

[March 16, 2021 - ANC 6A & 6C Request for partnership to develop solutions for H Street NE](#)

[June 12, 2022 - ANC6A support for interim bus priority and traffic calming on H Street NE](#)

[February 11, 2024 - ANC 6A Support for H Street NE Bus/Streetcar-Only Lanes](#)

[October 20, 2024 - ANC 6A Support for H Street NE Bus Priority: NOI-24-262-CPD](#)

[June 16, 2025 - ANC 6A Support for H St NE Bus Priority Project](#)

[DDOT NOI-24-262-CPD](#)

[DDOT H St Bridge NE \(Hopscotch Bridge\) Replacement Project Site](#)

[DDOT Benning Road NE Bridges and Transportation Improvements Project Site](#)

### **Additional Requests for the OP Study**

The study should consider whether the sidewalk can be expanded into some of the parking areas along the corridor similar to the Georgetown M Street sidewalk extensions. This would help with the goal of increasing foot traffic along the corridor.

As mentioned briefly above, reconsider deploying a Throne semi-permanent restroom at 8th and H to provide better services to those spending time on H Street. Access to public restrooms and public space similar to the Eastern Market metro plaza will encourage people to spend more time along the corridor. It could also provide space and proper facilities to host outdoor events.

Consider creating semi-pedestrian plazas in the area of the H street farmers market where the road and sidewalk are at the same level similar to the Eastern Market flea market area. This will encourage more public events and create more public space.

The study should also seek to gather data on how people arrive at the H Street NE corridor. We believe there are often misconceptions about how many people drive personal vehicles to this corridor. Having data regarding this can help inform what makes businesses thrive along H Street NE.

We also encourage DC OP to coordinate study recommendations and implementation with other agencies to ensure that a more fulsome picture of both issues and solutions is created. The study should also consider whether an update to H street's zoning would encourage development and improve the lives of those living along the corridor.

Finally, we ask that DC OP reflect on the 2004 H Street study during the 2026 study. OP should explore what did and did not work from those recommendations and also catalog what was and was not implemented from that study's recommendations.

Thank you for giving great weight to the recommendations of this Commission. I can be contacted at [6A04@anc.dc.gov](mailto:6A04@anc.dc.gov), and Transportation and Public Space Committee Chair Patrick Bloomstine can be contacted at [6ATPSChair@gmail.com](mailto:6ATPSChair@gmail.com).

On behalf of the Commission,

A handwritten signature in cursive script that reads "Amber K. Gove".

Amber Gove

Chair, Advisory Neighborhood Commission 6A