

Government of the District of Columbia

Department of Transportation



June 5th, 2024

Amber Gove ANC 6A Chairperson
Via email: 6A04@anc.dc.gov

RE: ANC 6ASupport for H Street NE Bus/Streetcar-Only Lanes (NOI 24-07-TDD)

Dear Chairperson Gove, please see the following responses below to your H Street NE letter:

- Automatic camera enforcement of the bus/streetcar lanes on the streetcar in addition to on WMATA buses.
 - **DDOT Response:** Installing automatic camera enforcement to streetcar is currently outside of the scope of this project, however, because this project will result in the delivery of a bus priority lane that will also be used by the streetcar, buses equipped with cameras will automatically capture photos of unauthorized vehicles pursuant to the [Clear Lanes Program](#).
- Additional physical protection of the bus priority lanes where there is no parking on the other side.
 - **DDOT Response:** DDOT has seen mixed results where this type of infrastructure has been installed (14th Street NW, for example), as if there is illegal parking it is hard for buses to exit the bus lane. DDOT will monitor the H Street NE corridor during and after implementation and consider additional changes as needed.
- Raised mid-block crossings for the middle vehicular travel lanes for vertical traffic calming in the travel lanes.
 - **DDOT Response:** H Street NE is designated as a principal arterial. DDOT guidelines do not permit vertical traffic calming on roadways with this designation.

- 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. We would like to see a bus stop bulb-out there.
 - **DDOT Response:** DDOT will add raised bus platforms to the bus stops at 11th Street NE and 12th Street NE.
- Painted turn radiuses at each intersection to make it more likely that drivers will swing wide outside of the bus priority lane when turning, and also to slow driver speeds while turning. We would like on-street painted art in these turn areas.
 - **DDOT Response:** DDOT will identify additional locations where turning radii can be reduced. DDOT’s Neighborhood Planning Branch will be informed of the community’s desire for [art in the right-of-way](#).
- Signage along the corridor indicating that left turns are not allowed.
 - **DDOT Response:** No left turn signs are included at every intersection.
- Examination of the possibility of re-routing of commercial bus transit to North Capitol/New York Avenue. H Street is a heavy pedestrian/retail corridor and we have had at least one fatality from a commercial bus. Bridge reconstruction is a good opportunity to test the rerouting of these buses to a more appropriate corridor.
 - **DDOT Response:** DDOT-designated “trucks and bus routes” within the District are advisory routes based on roadway suitability for accommodating these larger, heavy vehicles; and the routes’ proximity to freight and bus destinations. These route designations apply to both trucks and buses, while any restrictions are specific to either trucks or motor coaches. H Street is not only a freight and transit corridor, but is a transit priority corridor (i.e., planning to implement bus only lanes on the corridor, which intercity buses are eligible to use as well). Considering this ongoing transit investment along the H Street corridor, DDOT recommends leveraging the dedicated bus lanes for intercity buses rather than channeling them onto New York Avenue and North Capitol, which are already heavily congested corridors in the city.

Regarding pedestrian safety along the corridor, we request:

1. 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. We would like to add Mulberry, Serviceberry, and other edible fruit trees to the corridor. 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.
 - **DDOT Response:** Currently, all available spaces are planted along the H St NE corridor, with the exception of 1415 H ST NE. A new tree will be installed in this location in the upcoming planting season, which begins October 2024. Few if any opportunities exist to create new tree spaces along the corridor, but we

will continue to see growth and expansion of our existing trees

2. 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 X9/X2/Streetcar to the 90/92 lines.
 - **DDOT Response:** DDOT has reviewed this option and determined that an exclusive all-ped phase (barns dance crossing) is not recommended. The exclusive all-ped phase option minimizes pedestrian crossing time to a limited window, which increases pedestrian delay for all crossings. Also, the all-ped phase takes a big portion of each cycle length, and with the proposed bus lane on the H Street corridor, the capacity is very constrained at all intersections. It is also likely that compliance from pedestrians would be poor, particularly crossing parallel to H Street where the crossings are relatively short. Overall, introduction of a new all-ped phase decreases signal capacity and introduces additional vehicular and pedestrian delay that will result in this intersection being the primary chokepoint on the corridor.
3. Leading Pedestrian Intervals throughout the corridor, but especially for pedestrians crossing H Street.
 - **DDOT Response:** All intersections within the project limits already feature Leading Pedestrian Intervals and will remain.
4. Removal of unused newspaper bins
 - **DDOT Response:** We will refer to DPW for removal
5. Removal of cobblestone, which has been hard to navigate for pedestrians and wheelchair users, and also has been used to break glass storefronts.
 - **DDOT Response:** Unfortunately, these cannot be removed due to a number of reasons not limited to costs, drainage, LID requirements, logistical complications, and limited alternative material that meets required durability standards.

Regarding parking and loading, we request:

1. That parking revenue from the corridor be invested in local improvements to the H Street NE corridor. We believe businesses and drivers would be more supportive of parking changes/fees if they knew resources were reinvested in local improvements. Parking signage and information in the Parking App should reflect this.
 - **DDOT Response:** The District Department of Transportation (DDOT) does not possess the authority to earmark parking revenue specifically for improvements along the H Street Corridor. The District’s parking revenue is allocated as detailed in DC Code [§ 50–2603\(8\)\(A\)](#), which posits the following:

(8)(A) For fiscal year 2014, and each year thereafter, 100% of the amount collected from the parking of vehicles where meters or devices are installed shall be used in accordance with this section to fund the general operations of the Washington Metropolitan Area Transit Authority, with the exception of the portions required to be transferred to the Parking

Meter and Transit Services Pay-by-Phone Transaction Fee Fund, in accordance with [§ 50-921.14](#), the DC Circulator Fund, in accordance with [§ 50-921.33](#), and the Performance Parking Program Fund, in accordance with [§ 50-2531.01](#).

2. 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.
 - **DDOT Response:** DDOT will engage with the businesses along the corridor to ensure a better mix of parking regulations.
3. Paint on the street that shows clearly which areas are ADA parking, which are 10-minute, and which are 2-hour.
 - **DDOT Response:** There may be limitations on painting the curbside lane per the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#). The project team will work with the curbside team to ensure these areas are properly signed.
4. Additional ADA parking spots on each block.
 - **DDOT Response:** DDOT is evaluating the placement of at least one accessible parking space on each block face included in the project where appropriate and feasible.
5. Additional parking enforcement on the corridor, including the side streets in the early weeks of implementation.
 - **DDOT Response:** The project team will flag this to our enforcement partner, The District Department of Public Works (DPW)
6. Communication materials to share with businesses including drawings that show loading zones on side streets and parking mix along the corridor.
 - **DDOT Response:** DDOT is working on creating materials to share with businesses regarding parking and loading zones.

Sincerely,

Abraham Diallo
DDOT Ward 6 Community Engagement Specialist

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