



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



Department of Transportation Director Sharon Kershbaum
WMATA General Manager Randy Clarke
Council Member Charles Allen

Via email

Re: Premature End to H Street/Benning Road NE Streetcar Service

Dear Mayor Bowser, Director Kershbaum, General Manager Clarke, and Council Member Allen,

At a regularly scheduled and properly noticed meeting¹ on November 13, 2025 our Commission voted 6-0-0 (with 4 Commissioners required for a quorum) to request that DDOT and WMATA act to ensure that service capacity is maintained along this corridor after the earlier-than-expected end of DC Streetcar service scheduled for March 31, 2026.

ANC 6A's preference would be for the DC Council and Mayor Bowser to extend Streetcar service in perpetuity. While flawed, it is an essential part of the H Street corridor that transports dozens of people at a time between Union Station and the RFK campus. Any proposed redevelopment of the RFK campus will require a way to transport people there from all the rail lines that service Union Station. The Streetcar has a high-capacity limit and with small tweaks can be used to transport people efficiently from Amtrak, MARC, VRE, and Metrorail down the H Street corridor.

The Streetcar currently carries large volumes of people from Carver-Langston and Hill East through the Benning Road and H Street NE corridors to Union Station. The D20 and D2X buses operated by WMATA also traverse this corridor. However, these buses are already very full, particularly during the morning and evening rush hours. The end of Streetcar service will significantly reduce transit capacity along the spine of this corridor and tax the already strained bus routes on this corridor. ANC 6A encourages DDOT and WMATA to work together to fill the gap left by the end of streetcar service. Running more frequent D20 bus service would help alleviate what will be a significant overcrowding issue.

Additionally, several of our neighbors who move with the assistance of mobility devices like motorized scooters and wheelchairs prefer to take the streetcar due to its level boarding platforms and abundant space for parking their devices. To assist with this issue, ANC 6A urges DDOT to install bus stop bumpouts at every bus stop along the corridor. This will help neighbors with mobility assistance devices more easily board and deboard WMATA's buses.

ANC 6A also requests that DDOT maintain the rail infrastructure, overhead electric wires, and Streetcar stations along this corridor so that service may be more easily restarted if funding is allocated in the future. ANC 6A further requests that any Streetcar infrastructure that has been included in plans to rebuild the hopscotch bridge be maintained. This would allow for a more seamless restart of Streetcar service in that event. This ANC also requests that DDOT and WMATA representatives join the ANC 6A Transportation and

¹ ANC 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.

Public Space Committee to discuss filling transit capacity, the future of the infrastructure, and how these relate to the Hopscotch Bridge reconstruction.

Over the last five years, this ANC has expressed repeated support for the H Street Bus/Streetcar Priority project through five 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. 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. Moving forward with any plans to make the corridor safer and move more people include the Streetcar or some other increase to bus/tram service capacity.

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 an appearance on the radio earlier this year, 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 and/or streetcar service down H Street NE.

Thank you for giving great weight to the recommendations of this Commission. I can be contacted at 6A05@anc.dc.gov, and 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