

Agenda

ANC 6A Transportation & Public Space Committee Meeting

Monday, May 18, 2026 at 7:00 pm

Virtual Meeting via Zoom

For those attending via Zoom, use this link: <https://dc-gov.zoom.us/j/85008421063>

Call-in Number: 1 301 715 8592

Webinar ID (access code): 850 0842 1063

One tap mobile: +13017158592,,85008421063#

Public Meeting – All are welcome

Community comment welcome; may be limited to two minutes to provide opportunity for all to speak. Community comment time will be opened after each Old and New Business item.

- I. Call meeting to order.
- II. Introductions & Announcements.
- III. Old Business
 - A. Vision Zero Hardening at Maury Elementary (Constitution Avenue/Tennessee Avenue/13th Street) - DDOT will join to give an overview of the project which will start this summer following DC Water work in the area.
- IV. New Business
 - A. DDOT PSRA Permit Tracking# 11199159 Review# 878570 - Della Barba Pizza is applying for a sidewalk cafe on the corner of 14th and East Capitol Streets.
 - B. Resolution on restoring better bus network funding - This passed at the full ANC 6A meeting on May 14, 2026. The TPS Committee will discuss briefly..
 - C. Ebike/e-scooter and sidewalk safety resolution from Commissioner Shapiro.
 - D. 11th Street SE Bike Lane - The full ANC 6A voted to send a letter to DDOT in support of safer design for the north-south cycle track at 11th Street SE and I-695.
 - E. Gold Line - WMATA and DDOT announced plans for Bus Rapid Transit along Benning Road and H Street NE.
- V. Additional community comment (time permitting).
- VI. Adjourn meeting.

ANC 6A Resolution Calling on Mayor Bowser and the D.C. Council to Restore \$6 million in Better Bus Funding to the FY 2027 Budget

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA)’s Better Bus project in summer 2025 was the first comprehensive reworking of their bus network in decades;

WHEREAS, following the launch, WMATA has continued to receive feedback from the public noting overlooked items and requesting future service adjustments, and this wishlist has grown to include service changes necessitated by the cancellation of the Circulator in December 2024 and DC Streetcar in March 2026;

WHEREAS, in preparing its FY 2027 budget, WMATA worked with D.C. representatives to prepare a package of service fixes and improvements to address these identified gaps to launch in December 2026, which include:

Route	Wards	Changes
D2X (H Street Express from downtown RFK, Capitol Heights)	2, 5, 6, 7	Add weekend service every 15 min
D50 (14th Street, downtown to Takoma)	1, 4	Improve off-peak and weekend service from every 15 mins to every 12 mins
C57 (U St-Florida Ave-Capitol Heights)	5, 6, 7	Expand service from weekday peak only to all-day weekday and Saturday
D70 (Downtown-Connecticut Avenue-Chevy Chase)	1, 2, 3	Add overnight service on all nights every 20 minutes
D74 (Foggy Bottom-Adams Morgan-Columbia Heights-Fort Totten-Brookland)	1, 2, 5	Add overnight service on all nights every 20 minutes
C63 (Georgia Ave-Columbia Heights-Brookland-Deanwood)	1, 4, 5, 7	Reroute to restore bus stop at Fort Lincoln Senior Center in Ward 5
D32 (Downtown-Rhode Island Ave)	2, 5	Add overnight service every 20 min
D36 (Downtown-Ivy City-Washington Hospital Center)	2, 5	Reroute to restore connection to Edgewood senior housing in Ward 5
C55 (Union Station-Navy Yard-L'Enfant)	6	improve evening and weekend frequency from every 30 mins to every 15 mins
C35 (Deanwood-Fort Dupont-Naylor Rd)	7, 8	Extend weekend service from Ft. Dupont to Naylor Road
C13 (MLK Ave SE)	8	Increase service from 12 mins to 9-10 mins every day

WHEREAS, WMATA requested public comment on these proposed changes, and the response from 751 comments was 95% or more in favor;

WHEREAS, WMATA initially projected that D.C.’s contribution to WMATA for FY 2027 would be \$746 million, but after identifying further savings, the estimated subsidy would be \$743 million, including \$6 million for these service fixes, and just 0.8% more than last year;

WHEREAS, the Mayor in her proposed FY 2027 budget included \$743 million for WMATA operating subsidy, including the \$6 million for these service fixes;

WHEREAS, nevertheless, at the April 23 WMATA Board meeting, D.C. representative Valerie Santos moved an amendment to strip the \$6 million of service fixes from the proposed budget stating that the Mayor had requested it and that it would be up to the D.C. Council to commit the funding to WMATA, and the amendment passed over the objection of the other D.C. representative, Dr. Tracy Hadden Loh;

WHEREAS, these bus service fixes across all eight wards, which were developed as a result of community input including ANC requests, fix some of the highest priority mistakes or overlooked items from the Better Bus implementation and Circulator and Streetcar discontinuances, received strong public support, and should be committed to WMATA;

THEREFORE, BE IT RESOLVED, that Advisory Neighborhood Commission 6A urges the D.C. Council to retain and restore \$6 million in the WMATA operating budget for the proposed bus service fixes removed by the Santos amendment; and

BE IT FURTHER RESOLVED, that the sponsor(s) are authorized to represent themselves as speaking on behalf of the 6A Commission in advocating for the aforementioned.

At a regularly scheduled and properly noticed¹ meeting on May 14, 2026, Advisory Neighborhood our Commission voted X-0-0 (with 4 Commissioners required for a quorum) to support the above resolution.

Thank you for giving great weight to the recommendations of this Commission. I can be contacted at 6A04@anc.dc.gov.

On behalf of the Commission,

Amber Gove

Chair, Advisory Neighborhood Commission 6A

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.

Draft Motion
ANC 6A TPS Committee

Given the large number of Capitol Hill residents who have reported being hit, or nearly hit by bicycles (including e-bikes and mopeds) or electric scooters on Capitol Hill sidewalks, or who report being afraid to traverse neighborhood sidewalks, ANC 6A agrees to send a letter to all members of the Council, staff of the Council's Transportation Committee, the Director of DDOT, and the Office of the Mayor, requesting emergency legislative and/or regulatory changes including the following provisions. We believe that these rules would not only support pedestrian safety but would increase foot traffic, shopping and restaurant/entertainment establishment usage on Capitol's commercial corridors.

We also believe that the current dangers are particularly relevant in our community because of the number of older residents and also hearing-impaired persons who may not hear warning bells on these bikes and scooters,

- 1. Use of e-bikes and e-scooters is prohibited on all sidewalks by X-XX-202X, bike, e-bike and scooter sharing companies shall implement controls to enforce this requirement, to prevent hacking of these regulators, and to terminate use of their equipment by repeat offenders.*
- 2. Use of non-electric bicycles on sidewalks is prohibited for individuals age 13 years and above.*
- 3. Bicyclists, e-bikes, scooters and other vehicles using streets and bike lanes must stop for stop signs and red lights to avoid hitting pedestrians crossing in crosswalks.*
- 4. Mopeds and fast e-bikes or scooters (capable of speeds in excess of XX MPH) should be subjects to licensure.*
- 5. DDOT shall annually make public a summary of accidents and injuries involving bikes, e-bikes, and e-scooters, broken out, at minimum, by type of equipment, type of accident, level of injury, company, location (sidewalk, bike lane, street, etc.)*

Riders committing violations of the above regulations should be subject to ticketing. Bike and scooter share/rental companies failing to enforce these regulations shall be subject to fines and/or cancellation of contracts to operate in DC.

As background, the tables below summarizes the state of regulation of these devices nationwide. Furthermore, these devices are often regulated at the city-level, as exemplified by the following city-specific data. While DC currently appears to bar bikes on sidewalks in the Central Business District, there is no rationale for exposing users of other sidewalks and crosswalks to this imminently dangerous situation.

Phoenix AZ - No bikes (any kind) in any commercial district

Tucson AZ - No bikes (any kind) on sidewalks ridden by persons 10 or older

San Francisco CA - No bikes (any kind) on sidewalks ridden by persons 13 or older

San Diego CA - No bikes (any kind) in any business districts

Chicago IL - Bikes on sidewalks prohibited for persons older than 12
 Baltimore MD - Bikes ridden by persons 12 or older prohibited in business districts
 Boston MA - Bike prohibited in Central Business District or where bike lanes are available
 St. Paul MN - Prohibited in Central Business Districts and bikers must dismount on busy sidewalks
 NYC - Sidewalk use prohibited by persons 14 or older and on bikes with wheels 26 inches or larger
 Raleigh NC - Bikes on sidewalks prohibited
 Portland OR - Bikes on sidewalks prohibited in business districts
 Philadelphia PA - Bikes prohibited on sidewalks for riders older than 13 years
 Nashville TN - Bikes on sidewalks prohibited in Central Business District
 Milwaukee WI - Bikes on sidewalks prohibited in Central Business District
 Source: <https://bike-size.com/guides/bike-laws/sidewalk-riding>

Factor	Street-Legal E-Bike (Class 1/2/3)	Moped / Fast "E-Bike" >28 mph	Electric Scooter (city rules)
Motor behavior	Pedal-assist; Class 2 throttle ≤20 mph	Throttle, exceeds e-bike speed caps	Mostly throttle; capped in shared fleets
Top assist / speed	20 mph (Class 1/2), 28 mph (Class 3)	30–45+ mph	15–20 mph typical
Licence needed	Usually no	Usually yes	Usually no if low speed
Registration / plates	No	Usually yes	No (unless high-speed scooter)
Insurance	Rarely	Often required	Rarely
Bike lanes	Class-dependent, often yes	No	Often yes (sidewalk bans common)
Sidewalks	Depends on city	No	Often banned in major cities

Source: <https://electricbikeexplorer.com/ebike-vs-moped-vs-scooter-us-laws/>

City	E-Bikes (Class 1/2/3)	Mopeds	Electric Scooters
NYC	Class 1 & 2 allowed in bike lanes; Class 3 allowed in traffic bike lanes but restricted on some paths	Must be plated ; unregistered mopeds often seized	Rental scooters limited zones; sidewalk riding banned
Los Angeles	E-bikes in bike lanes; Class 3 restricted on some trails	Must use vehicle lanes; no bike lanes	Scooters banned on sidewalks ; speed caps on paths
Chicago	E-bikes allowed in most bike lanes; Class 3 may be restricted on trails	Treated as motor vehicles; Reg+plates+licence	Scooter pilots regulate zones + hours
San Francisco	Class 1/2 widely allowed; Class 3 restricted on shared paths	Not allowed in bike lanes	Scooters banned on sidewalks, monitored downtown
Seattle	Similar to SF; Class 3 harder on shared paths	Motor vehicles only	Scooters lane-allowed but enforced for sidewalk riding

Source: <https://electricbikeexplorer.com/ebike-vs-moped-vs-scooter-us-laws/>



ANC 6B
Capitol Hill / Southeast

700 Pennsylvania Avenue SE
Ste. #2032
Washington, DC 20003
6B@anc.dc.gov

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Samuel Pastore

Vice-Chair
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SMD 09 Karen Hughes

The Honorable Phil Mendelson
Chairman, DC Council
En1350 Pennsylvania Ave NW
Washington, DC 20004
PMendelson@dccouncil.gov

The Honorable Charles Allen
Chair, Cmte on Transportation & Env.
1350 Pennsylvania Ave NW
Washington, DC 20004
CAllen@dccouncil.gov

DATE

VIA E-MAIL:,

RE: Budget support for 11th St SE Protected Bike Lanes

Dear Chairman Mendelson, Councilmember Allen, and all Members of the Council of the District of Columbia:

At its regularly scheduled, properly noticed, meeting on May 12, with a quorum present, Advisory Neighborhood Commission (ANC) 6B voted ~~X-X-X~~ to support a joint letter in collaboration with ANC 6A, Hill Family Biking, and the Washington Area Bicyclist Association (WABA) to urge you to allocate funds for the District Department of Transportation (DDOT) to build a protected bike lane on 11th Street SE, from I Street SE to East Capitol Street.

We urge you to support the planning and construction of the 11th St protected bike lane in this year's budget cycle. ANC 6B initially supported the protected bike lane in [a letter to Director Kershbaum in September, 2025](#). Since then, the prioritization of this project has become more urgent.

In its May Transportation Committee meeting, ANC 6B hosted a presentation from DDOT wherein we learned the current status of the [planned improvements](#) to the intersection of I-695 and 11th Street SE. We understand that this project is primarily about addressing the capacity of the D4 exit ramp. We appreciate many of the pedestrian and cycling improvements that have been included, including a two-way protected bike lane south of the highway along the west side of 11th Street.

The challenge comes in when considering the connection of the two-way bike lane to infrastructure on 11th street north of the highway. The current plan is for northbound cyclists to cross the intersection of 11th St and I St SE to join the existing unprotected northbound bike lane. This intersection is very heavily trafficked and often blocked by drivers enthusiastic to reach the highway. The crisscross traffic pattern for cyclists is particularly unsafe at this intersection and inconsistent with a Vision Zero approach.

The solution we urge is to accelerate plans for a full, two-way protected bike lane on 11th Street to East Capitol, so that the proposed two-way bike lane south of the highway is contiguous with the rest of the neighborhood.

One final issue: We are concerned that there is insufficient coordination between the Safe Routes to School planning on 11th St, the Chisholm DCPS remodel team, and the team leading this project on I-695 and 11th St. We urge an elevated level of collaboration, particularly given the large scope of the remodel plans and this interchange revision.

This letter has been developed in collaboration with ANC 6A, Hill Family Biking, and WABA, representing a strong community consensus. We appreciate your attention to this matter and stand ready to discuss it at your convenience.

If you have any questions, please contact ANC 6B Commissioners Tyler Wolanin (6B01@anc.dc.gov) and Karen Hughes (6B09@anc.dc.gov), and ANC 6A Chair Amber Gove (6A04@anc.dc.gov), along with Mark Sussman (msussman@gmail.com) from Hill Family Biking and Seth Grimes (seth.grimes@waba.org) from the Washington Area Bicyclist Association.

Sincerely,

Samuel Pastore
Chair, ANC 6B

Amber Gove
Chair, ANC 6A

Mark Sussman
Hill Family Biking

Elizabeth Kiker
Executive Director, WABA

Cc: DDOT Director Sharon Kershbaum (SKershbaum@dccouncil.gov), and all other Members of the DC Council: Anita Bonds (abonds@dccouncil.gov), Christina Henderson (chenderson@dccouncil.gov), Doni Crawford (DCrawford@dccouncil.gov), Robert C. White, Jr. (rwhite@dccouncil.gov), Brianne K. Nadeau (bnadeau@dccouncil.gov), Brooke Pinto (bpinto@dccouncil.gov), Matthew Frumin (mfrumin@dccouncil.gov), Janeese Lewis George (jlewisgeorge@dccouncil.gov), Zachary Parker (zparker@dccouncil.gov), Wendell Felder (wfelder@dccouncil.gov), Trayon White, Sr. (twhite@dccouncil.gov)