Agenda
ANC 6A Transportation & Public Space Committee Meeting
Monday, October 19, 2026 at 7:00 pm
Virtual Meeting via Zoom
For those attending via Zoom, use this link: https://dc-gov.zoom.us/j/82897241527
Call-in Number: 1 301 715 8592
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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 13th Street/Tennessee Avenue/Constitution Avenue - Tentative plan for DDOT to attend and discuss construction updates on this project at Maury Elementary School.

IV. New Business
   A. DDOT PSRA Permit Tracking# 11234367 Review# 90171 & DDOT PSRA Permit Tracking# 11234069 Review# 901520 - Indochine, a new restaurant at the Southwest corner of 11th and H Streets NE has applied to alter the furniture and number of people permitted on their patio.
   B. Lead Free DC Project in alleyway between 1200 blocks of Duncan Place NE and D Street NE - DC Water will join to inform the ANC about restoration that will occur and meeting they are hosting on October 21, 2026.
   C. DC Water and DDOT Sidewalk and Street Repair - Tentative plan for DC Water and DDOT to discuss asphalt patches to roads and sidewalks.
   D. Draft Resolution on Increased Transit Funding and Infrastructure Related to RFK Development.

V. Additional community comment (time permitting).

VI. Adjourn meeting.

Resolution on Increased Transit Funding and Infrastructure Related to RFK Campus Development

Whereas:

- The DC Office of Planning published the RFK Campus Master Plan ("Master Plan") which includes significant investment in car infrastructure, including multiple 12 story parking garages and large surface lots that will be little-used or dormant 300+ days per year and encourage driving personal vehicles to a dense urban neighborhood on game days.
- In addition, the only guaranteed elements of the Commanders Stadium deal with DC government are the stadium and approximately 6,000 parking spots.
- Recent comments by Council Chair Phil Mendelson expressed skepticism about the need for transit investment along the Benning Road and H Street NE corridors.
- WMATA's current capital program does not include any new Metrorail lines, extensions, or stations in design or construction, representing a departure from prior decades of system expansion and reinforcing the need to identify feasible, phaseable opportunities for future rail investment
- Ongoing planning for the future of the RFK Stadium campus and surrounding East Capitol Street corridor presents a significant opportunity to coordinate land use and high-capacity transit investments across Ward 6 and adjacent areas, further underscoring the need for proactive Metrorail planning in Northeast DC
- Recent and anticipated redevelopment activity in the Hechinger Mall and Bladensburg Road corridor, including the planned closure of the Safeway grocery store, highlights the need to coordinate redevelopment with improved high-capacity transit access to support neighborhood-serving retail, housing, and community stability around Starburst Plaza in Wards 5, 6, and 7.
- The NoMa-Gallaudet Metrorail station demonstrates that targeted public-private partnership models, including coordinated participation by surrounding property owners and institutions, can successfully advance new Metrorail infrastructure where strong land-use and ridership potential exists through mixed-use, mixed-affordability revitalization of formerly industrial neighborhoods.
- The opportunity for a similar infill station at the originally planned Oklahoma Avenue site would offer similar opportunities.
- Active development decisions around the RFK obviate the need for increased public transit investment related to the site as the geometry of the roads does not allow for the number of cars planned and will result in gridlocked neighborhood streets with mass tailpipe emissions and dangerous driving where children and the elderly live, work, and play.

Therefore, be it resolved that ANC 6A:

- calls on the Washington Metropolitan Area Transit Authority (WMATA), in coordination with the District Department of Transportation (DDOT) and the DC Office of Planning (OP), to plan and build the infill station at Oklahoma Ave, which is the only station in Metro's original plan to never have been built.
- calls on the Mayor and Council to provide dedicated funding to for the proposed Gold Line center-running dedicated lane bus rapid transit line to be built spanning much of the District from east to west, including along Benning Road and H Street NE with connections to metro stations and other major bus routes along the route, including an obvious and simple connection to a potential Oklahoma Avenue Orange/Silver Line station.
- Urges the WMATA and DC government to plan this transit for everyone in DC to use every day instead of making plans to finish one small segment in time for ten home games a year starting in 2030, but rather committing to and building capacity through dense urban areas

that will encourage further equitable and sustainable development and discourage single occupant car use; and

- encourages District agencies, WMATA, and stakeholders in areas surrounding the proposed Gold Line and Oklahoma Ave infill station to begin exploring potential funding and partnership models, including lessons learned from the NoMa-Gallaudet infill station construction, to ensure that RFK Campus Development is used as an opportunity to improve the lives DC residents beyond a Commanders Stadium that will be used sparingly..