

Minutes
ANC 6A Transportation & Public Space Committee Meeting
Tuesday, January 20, 2026 at 7:00 pm
Virtual Meeting via Zoom

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 New Business item.

Call meeting to order.

Introductions & Announcements.

Commissioners Present: Roberta Shapiro (6A03)

Committee Members Present: Chair Patrick Bloomstine (6A01), Secretary Catilin Rogger (6A07), Jeff Fletcher (6A07), Mark Sussman (6A04), Shaun Lynch (6A01)

DDOT Representative: Eloka Achebe

Old Business

Brick Sidewalk Alternatives - Eloka Achebe from DDOT presented an update on the brick sidewalk imprinting program (see attached slide deck). The pilot is designed as a way to get around city laws requiring brick sidewalks in the capitol hill historic district. Brick sidewalks are harder to maintain and much harder to navigate. They are also not historically accurate to the capitol hill historic district. He stated that the pilot will start replacing a few brick sidewalks with imprinted pavers to look like sidewalks. First areas will be 10th street NE between G and Eye streets, 11th Street NE between E Street and Maryland Ave, and 5th Street NE between Eye and K Streets. DDOT plans to implement the pilots in the next two months, weather permitting. Commissioner Shapiro noted that brick sidewalks were mandated in 1983 and that Portland concrete is the historic sidewalk material for this part of the city. She added that brick sidewalks are more costly. Mr. Achebe confirmed that the brick sidewalk imprints will cost 80% more than just using portland concrete. She stated that DDOT needs to use portland concrete like the rest of the city to create safer sidewalks that last 30 years instead of three years. Commissioner Shapiro also pointed out that the Capitol Hill Historic Society does not have an opinion on keeping brick sidewalks. She urged the DC Council and the Mayor to change this law that creates unsafe sidewalks and wastes significant resources in favor concrete pavers.

Committee Member Sussman pointed out that much of Capitol Hill is seeing extensive DC Water work which provides many opportunities to replace brick sidewalks with these imprinted pavers. He encouraged DDOT to coordinate with DC Water to expand the scope of this pilot.

Scott Price from Capitol Hill Village Sidewalk Safety asked what measures will be used to gauge the pilot's success. Mr. Achebe responded that it is a pilot only in limited scope. DDOT knows it will be successful. Mr. Price pointed out that two of the three pilot locations are outside the capitol hill historic district. He worried about the number of people who will be able to walk on the pilot segments and get an idea of how they improve sidewalk safety. He asked if one of the sites can be moved down toward Eastern Market and/or Lincoln Park. Mr. Achebe stated that concerns about pilot locations should be expressed to Director Kirshbaum's office. Mr. Price closed by urging the ANC to come up with criteria to gauge the success of these pilots.

New Business

Torti Gallas, H Street Study. DC's Office of Planning (OP) along with the Office of the Deputy Mayor for Planning and Economic Development has picked architecture firm Torti Gallas to conduct a land use and market study for the corridor.

Chair Bloomstine stated that ANC 6A should begin discussing what feedback we would like to provide to Torti Gallas about what makes the H Street corridor great and what can make it better.

Committee Member Lynch prepared a summary of the TPS committee's letters to DDOT about the H Street corridor over the past five years:

Reaffirm our support for comprehensive transit, bike, and pedestrian improvements along the H St NE corridor, including the H Street NE Bus Priority Project. Changes to the corridor proposed in the 90% design of the project would improve safety and mobility for all users of the road, including pedestrians, transit riders, and motorists. The proposed curb bumpouts and mid block crossings, paired with the halving of personal car travel lanes, would make for much safer pedestrian crossings at all intersections along the corridor.

We envision a H Street NE redesign that

- protects the lives of our neighbors and visitors,
- Allows our local business to flourish and grow,
- celebrates our neighborhood history,
- Provides predictable and reliable bus service for transit-dependent neighbors, and
- is environmentally sustainable.

General Priorities:

- Bus/ streetcar-only lanes;
- Wider sidewalks; and
- 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:

- Sidewalk extensions/bulb-outs at 14th Street, 8th Street and 6th Street.
- Changes to traffic light timing to reduce driver speed.
- Leading Pedestrian Intervals throughout the corridor, but especially for pedestrians crossing H Street.
- A midblock crosswalk in the 1300 block of H Street NE.
- 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.
- 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.*
- 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.*
- Removal of unused newspaper bins
- Removal of cobblestone, which has been hard to navigate for pedestrians and wheelchair users and also has been used to break glass storefronts.
- 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.
- Paint on the street that shows clearly which areas are ADA parking, which are 10-minute, and which are 2-hour.
- Additional ADA parking spots on each block.
- Additional parking enforcement on the corridor, including the side streets in the early weeks of implementation.
- More pedestrian-only days, such as the H Street Festival.

NOI 26-06-CPD - 8th Street NE Bus Stop Changes. The plan would remove the northbound bus stop at 8th and D Streets NE (stop #1000950) resulting in one additional metered parking space; Remove the southbound bus stop at 8th and C Streets NE (stop # 1000931), resulting in approximately three new residential permit parking spaces; Relocate the northbound bus stop at 8th and C Streets NE (stop #1000904 from the near/south side of the intersection to the far/north side of the intersection; This change will result in no net change in the number of parking spaces; The new parking spaces created will be residential permit parking only, whereas the removed parking was zoned as 2-hour parking spots from 7:00 am to 6:30 pm.

The committee discussed some of the issues regarding these changes

Chair Bloomstine moved to send a comment letter to DDOT noting that: the new daylighting spaces should be hardscape or at the very least marked with flex posts and bike lock stations; the removal of certain bus stops to add parking along this corridor is not in line with Vision Zero priorities; and that the stop at 8th and C NE needs to be a bumpout or zicla platform otherwise all the dry cleaning customers will double park in the new bus stop.

Committee Member Sussman seconded the motion. The motion passed unanimously with a caveat that it should be removed from the consent agenda to allow for DDOT presentation at the full ANC 6A February meeting.

Additional community comment (time permitting).

N/A

Adjourn meeting.