

DRAFT

By Electronic Mail

June 15, 2026

District Department of Transportation
Attn: Capital Planning Division
250 M Street, SE
Washington, DC 20003

RE: ANC 3C Comments Regarding NOI #26-140-CPD - Connecticut Avenue NW and Calvert Street NW WMATA Bus Layover Zone - C53 Route

Capital Planning Division,

At a regularly scheduled and properly noticed public meeting on June 15, 2026 with a quorum present, a quorum being five commissioners, Advisory Neighborhood Commission (ANC) 3C voted X-X-X to submit these written comments Regarding NOI #26-140-CPD - Connecticut Avenue NW and Calvert Street NW WMATA Bus Layover Zone - C53 Route.

ANC 3C understands the operational need for dedicated layover space to support Metrobus service and operator relief. Although the Commission believes there may be opportunities to identify a location with fewer neighborhood impacts, we appreciate DDOT and Metro's efforts to improve bus operations and reliability. If this proposal advances, we respectfully request that the following mitigation measures be incorporated into the final design and operational plan.

Should DDOT determine that this location must move forward, the Commission requests that the following mitigation measures be incorporated into the final design and operational plan:

- **Evaluate whether the initial layover zone can instead be located on 24th Street NW.** If operationally feasible, the Commission would prefer that the initial staging and layover activity occur on 24th Street NW in a manner that minimizes impacts to Connecticut Avenue and the immediate intersection area.
- **Daylight the intersection of Calvert Street NW and Connecticut Avenue NW.** While the NOI notes that existing No Standing/No Parking regulations will remain to support visibility and safety, the Commission requests that DDOT further evaluate opportunities to improve sightlines at this intersection. Parked buses can make it difficult for motorists, pedestrians, and cyclists to see approaching traffic. Additional daylighting measures would improve safety for all users.
- **Reduce and better manage ancillary Metro vehicle activity.** Residents have repeatedly expressed concerns regarding Metro support vehicles and Metro Transit Police vehicles parking illegally, occupying multiple travel lanes, and stopping in ways that create hazardous conditions along this block. The Commission requests that Metro implement and enforce clear operational protocols to ensure these vehicles do not obstruct traffic, impede visibility, or create unsafe conditions for pedestrians and motorists traveling along 24th Street NW. (See Attached Photo)
- **Reinstall the mid-block crosswalk on 24th Street NW.** Should DDOT proceed with the layover zone on Connecticut Avenue, NW, the Commission requests that DDOT restore the former mid-block crosswalk on 24th Street NW, providing pedestrians with a safer and more

convenient crossing opportunity that better reflects existing pedestrian desire lines and neighborhood travel patterns.

- **No-idling enforcement for layover operations.** The Commission requests that Metro enforce a strict no-idling policy for all buses and associated vehicles in the layover zone, Limiting idling is important to reduce localized air pollution, noise impacts, and unnecessary emissions in a dense residential area.

Thank you for your consideration of these comments. We look forward to continuing to work collaboratively with DDOT and Metro to identify the safest and most effective solution for transit riders, residents, businesses, pedestrians, and motorists.

The Commission authorizes the Chair and the Commissioners for 3C02 and/or their approved designee(s) to represent the Commission on this matter.

Ancillary Illegally Parked Metro (WMATA) Vehicles on 24th Street, NW

