



ADVISORY NEIGHBORHOOD COMMISSION 3C
GOVERNMENT OF THE DISTRICT OF COLUMBIA
CLEVELAND PARK • MASSACHUSETTS AVENUE HEIGHTS •
WOODLAND-NORMANSTONE • WOODLEY PARK

Single Member District Commissioners

01-Samuel Littauer (Secretary); 02-Adam Prinzo (Vice Chairperson);
03-Janell Pagats (Chairperson); 04-Erin Beard; 05-Zach Shaben;
06-Jay Bose; 07-Gawain Kripke (Treasurer); 08-Rick Nash

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By Electronic Mail

July 21, 2025

Capital Planning Division
District Department of Transportation
250 M Street, S.E.
Washington, D.C. 20003
ddot.cpd@dc.gov

RE: Response to Notice of Intent #25-180-CPD - 24th Street NW Curbside Modifications for WMATA C53 Bus Route

To Whom It May Concern:

At a regularly scheduled and properly noticed public meeting on July 21, 2025 with a quorum present, a quorum being five commissioners, Advisory Neighborhood Commission (ANC) 3C voted 7-0-0 to submit these written comments on NOI: 25-180-CPD - the addition of a bus stop on 24th Street, NW.

We appreciate DDOT's coordination with WMATA to ensure that the redesigned Better Bus Network can operate safely and effectively throughout the District. ANC 3C understands that the proposed removal of six parking spaces on the east side of the 2600 block of 24th Street NW is necessary to provide adequate curb space for articulated buses and to establish a permanent bus stop and layover zone for the C53 route.

ANC3C provides the following feedback -

Support for Bus Service Expansion:

We recognize the importance of the new C53 route in restoring 24-hour frequent bus service through Woodley Park, Adams Morgan, U Street, NOMA, Eastern Market, and Congress Heights. This service is a vital replacement for the discontinued DC Circulator and improves equitable transportation access for residents, workers, and visitors.

Curbside Impacts:

While ANC3C generally supports transit-oriented improvements, we are particularly concerned about the impact the removal of six parking spaces will have on the small businesses with frontage along 24th Street NW. These businesses rely on convenient curb access to load and unload goods and materials throughout the day. We urge DDOT and WMATA to work directly with affected businesses to identify operational solutions, such as designated loading zones or adjusted time-restricted spaces, that can mitigate these impacts while still supporting the goals of the Better Bus initiative.

Safety and Design Considerations:

We request that DDOT install appropriate signage, pavement markings, and streetscape improvements to

ensure pedestrian safety and visibility around the new stop.

Idling, Noise, and Other Disruptions:

We also ask that DDOT consult with WMATA to ensure the layover zone does not result in extended bus idling, noise, or other environmental disruptions to nearby residences.

Ongoing Communication:

We urge DDOT to provide regular updates to ANC3C on the implementation timeline, construction impacts, and performance monitoring for the new bus stop. Continued collaboration with local stakeholders will be essential to the success of this initiative.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Janell Pagats", with a stylized flourish at the end.

Janell Pagats
Chair ANC3C
Single Member District 3C03