

A New Plan for Pennsylvania Avenue

Public Comment Summary

April 2026



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Comment Letters

Government of the District of Columbia

Department of Transportation



Marcel Acosta
National Capital Planning Commission
401 9th Street, NW, Suite 500N
Washington, DC 20004

April 30, 2026

Dear Mr. Marcel Acosta:

The District of Columbia Department of Transportation (DDOT) appreciates the opportunity to formally comment on the Pennsylvania Avenue Initiative developed by the National Capital Planning Commission (NCPD). DDOT has participated in working group meetings and coordinated closely with NCPD to provide information throughout the development of the initiative. DDOT supports the Initiative’s overarching goal of restoring Pennsylvania as a premier civic corridor – one that reflects historic significance, strengthens multimodal connectivity, and provides a welcoming, flexible public realm for residents, workers, and visitors alike. The comments below address both corridor-wide principles and specific design elements.

Corridor-wide Principles

DDOT supports the goal of accommodating larger events on Pennsylvania Avenue. While events are a key component of the design, the roadway functions as such much of the time, and the design should work for both events and general operations.

The proposed roadway narrowing and pedestrian-focused design elements will enhance the overall look and feel of the Avenue. While removing the center-running bike lane changes the iconic bicyclist view along Pennsylvania Avenue, the roadway narrowing helps preserve key views for pedestrians on the north sidewalk. Maintaining this view is important, as it offers a memorable experience along the Avenue.

Safety Concerns

Removing the center running bike lane introduces broader roadway operational changes. This design discourages dangerous U-turns, includes pedestrian medians, and provides a location for traffic signals that do not overhang the roadway. Understanding the need for a clear cartway for inauguration, DDOT urges the design team to consider incorporating some type of center running median to maintain these important operational and safety elements. DDOT looks forward to evaluating options. While Pennsylvania Avenue does host regular events, most of the time it operates as a traditional roadway, and any proposed design should balance both functions.

Bicycle Facilities

Pennsylvania Avenue is a major cycling corridor for commuters and visitors. DDOT supports maintaining the bike lanes but proposes cycle tracks on both sides of the roadway to meet demand and simplify operations. Connections to the broader bikeway network – including the 15th Street cycle track and the planned E Street bikeway – should be integral to the design. Cycle tracks, including the one included in the proposed design, will require new signal phasing and timing which should be closely coordinated with DDOT.

Since Pennsylvania Avenue is also widely used by tourists, an intuitive design that encourages bike lane usage for scooters, segways, and bicycles is critical. DDOT also supports a tree line buffer between bike lanes and curbside parking for safety and aesthetics. Trees provide a clear visual delineation of the bike lane between the sidewalk and curbside parking.

Curbside Operation and Transit

Pennsylvania Avenue sees a high concentration of both private motor coaches and public transit buses. The design should ensure adequate curbside space to accommodate WMATA and commuter bus operations, including shelters, passenger loading zones, and motorcoach dropoff zones.

Trees

DDOT recommends a diverse tree canopy that prioritizes long-term tree health and longevity. A design approach that focuses on canopy form rather than a single species of tree will help achieve this goal.

Utilities

Early coordination on utility placement and stormwater infrastructure will be essential to avoid conflicts with the proposed design and to support long-term functionality.

Access and alignment changes

As alignment changes – particularly in the west end of the corridor– are refined, DDOT looks forward to reviewing alternatives informed by traffic analysis, safety considerations, and multimodal connectivity. All new or modified curb cuts should be coordinated with DDOT to ensure safe access.

Ownership, Maintenance, and Long-term Stewardship

DDOT welcomes continued coordination with NCPD and partner agencies to establish a clear, sustainable framework for ownership, operations, and maintenance of the Pennsylvania Avenue corridor.

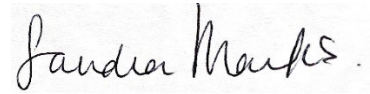
Corridor Poles Alternative

DDOT supports the concept of multi-functional poles along Pennsylvania Avenue to streamline installation of temporary event infrastructure. With the amount of permanent infrastructure in the right-of-way, DDOT encourages NCPD to pursue a design that minimizes visual and physical clutter while ensuring that pole placement does not interfere with transit stops or other transportation functions.

Ongoing Coordination

As the project advances beyond the concept stage, DDOT looks forward to continued engagement to refine the design and address comments. We appreciate the collaborative approach to date and remain committed to supporting the successful transformation of Pennsylvania Avenue.

Sincerely,

A handwritten signature in black ink that reads "Sandra Marks". The signature is written in a cursive style and is placed on a light gray rectangular background.

Sandra Marks
Chief Transportation Planner



National Capital Planning Commission
401 9th Street, NW, Suite 500
Washington, DC 20004

New Plan for Pennsylvania Avenue
Public Comment

April 9, 2026

Re: Project #7509 – New Plan for Pennsylvania Avenue Design Concepts & Environmental Assessment Scoping

To the National Capital Planning Commission:

We write to ask you to consider taking pro-active, preventative measures as a way to safely manage rats without endangering the District’s beautiful wildlife.

DC Voters for Animals (DCVFA) is a non-profit founded in 2019 that lifts up the policies and politicians doing the most for animals and our community. We have over 1,000 supporters of animal lovers in the District, and have a robust history of advocating for animals in the nation’s capital. In 2025 we co-founded a coalition to safely reduce the rat population called DC Responsible Rat Management that reduce the harms associated with chemical poisons called “rodenticides”.

In the New Plan for Pennsylvania Avenue, we urge the Commission to incorporate sustainable, non-lethal rodent management into the Environmental Assessment and final design framework.

Pennsylvania Avenue is America's ceremonial heart. As the nation prepares to mark its 250th anniversary and welcome visitors from around the world, the Avenue must project the cleanliness, dignity, and order that this moment demands. A world-class public realm requires world-class infrastructure maintenance – and that means confronting one of the most visible quality-of-life challenges facing the corridor today: its rat population.



Conventional rodenticide programs are expensive, require repeated application, and produce diminishing returns because rat populations rapidly rebound after lethal culls. They also carry documented risks of secondary poisoning to the raptors, scavenger birds, squirrels, and other wildlife that help keep the local ecology in balance. These are costs that responsible stewardship cannot ignore.

DCVFA strongly encourages the Commission and its agency partners to:

1. Evaluate rodent management as a component of infrastructure modernization

The scoping process should explicitly identify rodent control as an environmental issue, analyze the impacts of conventional rodenticides on corridor wildlife and public health, and assess fertility control as a reasonable alternative.

2. Incorporate waste containment infrastructure into the design. The single greatest driver of urban rat populations is accessible food waste. The new design should mandate wildlife-resistant, sealed waste receptacles throughout the corridor and in the three main public spaces (Freedom Plaza, the Navy Memorial plaza, and John Marshall Park), as well as along the Avenue. Upfront investments in secure waste receptacles is a low-cost, high-impact way to prevent rats from gaining a foothold in the first place.

3. Pilot a fertility control program in coordination with DC Health and DC DPW. The Avenue's federal-District partnership is uniquely positioned to demonstrate that a major American thoroughfare can be both beautiful and humanely managed. Such a pilot would set a national model ahead of the USA Semiquincentennial.

The Plan's vision — the Avenue as a venue — cannot be realized if visitors and residents associate the corridor with rat activity. Rodent visibility undermines the economic development goals the Plan rightly prioritizes, depresses foot traffic to adjacent businesses, and reflects poorly on the federal government's stewardship of the nation's most iconic street. A clean Avenue is not a secondary concern; it is a prerequisite for everything else the Plan envisions.

DCVFA stands ready to assist the Commission and its partners in reviewing fertility control options, identifying qualified vendors, and connecting this effort to ongoing rodent management research in Washington, DC.

Respectfully submitted,

Max Broad
Executive Director
[DC Voters for Animals](#)



April 15, 2026

RE: Comments on Project #7509 – A New Plan for Pennsylvania Avenue (April 2026 Submission)

To the National Capital Planning Commission and Project Partners,

On behalf of Hill Family Biking, a community organization dedicated to safe, family-friendly cycling infrastructure in Washington, D.C., I am submitting the following comments regarding the conceptual alternatives for the Pennsylvania Avenue Public Space Master Plan.

Hill Family Biking represents hundreds of families who navigate the city on two wheels. Our mission is to ensure that major infrastructure projects like the revitalization of Pennsylvania Avenue prioritize the safety and comfort of our most vulnerable road users—children and novice riders.

To that end, we request to be formally recognized as a stakeholder in this process as it moves into more detailed design phases.

Based on the materials provided in the April 2026 submission, we strongly advocate for the following design choices:

1. Preference for the Western End: Contiguous Freedom Plaza Alternative For families, the most significant barrier to cycling is the complexity and frequency of vehicular intersections. We support the **Contiguous Freedom Plaza Alternative**, which routes the vehicular cartway around the plaza. This creates a large, uninterrupted public space that eliminates unnecessary conflict points between through-traffic and the cycletrack. A contiguous space is far more conducive to family-oriented events and provides a "low-stress" environment essential for children learning to navigate the city.

2. Preference for the Corridor: Staggered Canopy Grid Tree Alignment The comfort of the riding environment is directly tied to its usability. We prefer the **Staggered Canopy Grid** option due to its emphasis on providing a consistent, ample tree canopy over the two-way cycletrack. In the context of D.C.'s rising summer temperatures, a shaded route is a safety necessity for young children. This alignment transforms the Avenue from a transit corridor into a welcoming, navigable parkway for families.

3. Critical Feature: Raised Crossings for the Bike Lane While we strongly support the inclusion of a permanent, two-way separated cycletrack, the success of this infrastructure depends on intersection safety. We advocate for the implementation of **raised crossings** where the bike lane meets cross-streets.

We point to the successful implementation of raised crossings at **C St NE and North Carolina Ave NE on Capitol Hill** as a proven model. Raised crossings act as a physical speed table for turning vehicles, providing a clear visual and tactile cue that the bike lane is a continuous, prioritized space. This "continuous sidewalk" treatment is vital for ensuring that drivers yield to children and families, making the Avenue a truly all-ages-and-abilities facility.

4. Neighborhood Garden Room at Market Square We support the **Neighborhood Garden Room** option for the Market Square area. The focus on shade, seating, and neighborhood-scale

amenities creates a destination where families can stop and rest, rather than a purely utilitarian space designed for large-scale overflow.

We look forward to collaborating with the Commission and the District Department of Transportation to ensure that Pennsylvania Avenue becomes a world-class example of inclusive, family-friendly urban design.

Sincerely,

Mark B. Sussman
Founder, Hill Family Biking
Washington, D.C.



April 28, 2026

Elizabeth Miller
The National Capital Planning Commission
401 9th Street, NW
Suite 500N
Washington, DC 20004

Re: Comments on “A New Plan for Pennsylvania Avenue” – West End Alternatives

Dear Ms. Miller and Members of the National Capital Planning Commission:

On behalf of Willard Associates, owner of The Willard Center at the west end of the Pennsylvania Avenue Initiative study area, we appreciate the opportunity to comment on the Committee’s concept submission, *A New Plan for Pennsylvania Avenue*, presented on April 2, 2026. We are supportive of the overall goals of the Initiative and share the Commission’s vision for Pennsylvania Avenue as “America’s Avenue.” At the same time, we wish to provide feedback on several of the alternatives presented for the West End that would have meaningful operational, security, and economic implications.

Property Context and Relevance

The Willard Center occupies the block bounded by 14th and 15th Streets, NW, and F Street and Pennsylvania Avenue, directly north of the National World War I Memorial at Pershing Park. The property includes the historic Willard InterContinental Hotel, the Willard Office Building, Café du Parc, and the Occidental Restaurant. Given this location, the Willard Center is both a daily hospitality destination and a frequent host for national, international, and ceremonial activities that are central to Pennsylvania Avenue’s character and function.

Concerns with the Diagonal Cartway Alternatives

The concept plan presents four alternative design approaches for the West End. We have particular concerns with the two alternatives identified as the “Diagonal Cartway Alternative,” which propose reconfiguring Pennsylvania Avenue in front of the Willard Center from a one-way street to a seven-lane, two-way avenue.

Introducing two-way traffic at this location raises significant concerns regarding increased vehicular volumes and turning movements in a highly concentrated ceremonial and hospitality corridor. Such changes could adversely affect sidewalk vitality, outdoor dining activity, and the overall pedestrian experience along a portion of the Avenue that is currently animated, walkable, and heavily used by visitors. Additionally, a comprehensive traffic study should be completed as the proposed change in traffic pattern would significantly increase vehicular congestion if traffic were forced to turn left at 15th street to access E ST NW.

Operational, Security, and Economic Impacts

Specifically, the proposed reconfiguration risks displacing or constraining several critical and recurring activities, including:

- **Diplomatic and security operations:** The embarkation and debarkation of foreign dignitaries and their security teams require predictable curb access and controlled vehicular patterns. Over the past year alone, the Willard Hotel has hosted more than 25 foreign heads of state and senior minister-level delegations.
- **VIP and government vehicle staging:** Regular events at the Willard Hotel, Hotel Washington, and Waldorf Astoria rely on established curbside pull-offs and staging areas that could be compromised by a two-way, multi-lane configuration.
- **Tourism and visitor services:** The loading and unloading of major tour bus operators serving Pennsylvania Avenue destinations.
- **Access to memorial and civic spaces:** Existing drop-off lanes and parking areas serving nearby hotels as well as the National World War I Memorial.
- **Film and media production:** Longstanding use of this stretch of Pennsylvania Avenue as a filming location for major motion pictures and television series, which contributes to Washington’s global image.
- **Public activation:** Outdoor dining and sidewalk activity operated by existing hotels and restaurants, which support walkability, economic vitality, and the Initiative’s stated placemaking goals.

From a traffic and access perspective, a two-way configuration would also introduce new constraints on curbside activity and reduce flexibility for bus, taxi, and limousine pullovers, diminishing the ease of access expected by policymakers, residents, visitors, and dignitaries alike.

Preferred Alternative

After reviewing all four options, we support the **Contiguous Freedom Plaza–Framed Plaza Option**. This alternative appears to be the least disruptive to existing circulation patterns and operations in the West End, while still advancing meaningful public-realm improvements. It preserves the ability for Freedom Plaza to function as a grade-level ceremonial route for special occasions such as inaugural parades and does so in a manner that is likely more cost-effective, allowing limited funds to be allocated toward other Avenue enhancements.

Among the alternatives presented, this option best balances ceremonial function, public safety, economic vitality, and everyday use—core considerations that have long guided the Commission’s stewardship of Pennsylvania Avenue.

Conclusion

We remain supportive of the broader effort to enhance Pennsylvania Avenue and believe the Initiative presents an important opportunity to reinforce its national significance. At the same time, we respectfully urge the Commission to carefully consider the operational and functional implications of the West End alternatives, particularly those that would significantly alter existing traffic patterns in front of the Willard Center.



We would welcome the opportunity to engage further with Commission staff through follow-up discussion or site-specific review, and to provide additional operational insight as the planning process advances.

Sincerely,

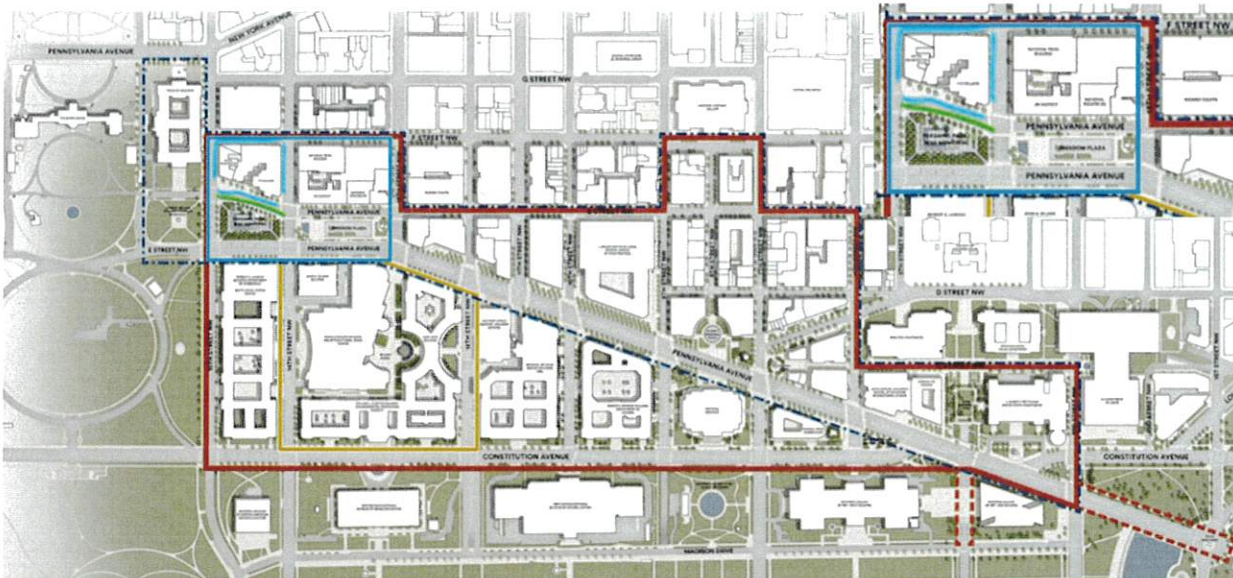
A handwritten signature in black ink, appearing to read 'Wish Carr', with a checkmark at the end.

Wish Carr
Chief Executive Officer, CarrAmerica
Representative of Willard Associates

Attachment: Gallery

Gallery

Site: West End on Penn Ave



**CONTIGUOUS FREEDOM PLAZA
ALTERNATIVE, FRAMED PLAZA OPTION**





MEMORANDUM

TO: National Capital Planning Commission
RE: New Plan for Pennsylvania Avenue Design Concepts
Environmental Assessment, Project: #7509
Date: April 28, 2026

Please accept these comments on behalf of the Coalition for Smarter Growth. CSG advocates for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the DC region to grow and provide opportunities for all.

Accommodate bicycles:

We support shared use paths that include bicycles, and a two-way cycletrack for the length of the project area.

Western End Plaza:

We support the Western End — Contiguous Freedom Plaza Alternative, Expanded Plaza Option (page 72). We recommend creating a curbsless environment for building face to building face - from the Wilson Building to the National Theater to create a single space and grand gathering place for the Western End Plaza. This is appropriate given the prominence of this plaza to the District of Columbia's city hall -- the John A. Wilson Building. This would be an improvement on the well-used but sparse and needlessly elevated Freedom Plaza.

Second and third alternatives to the Expanded Plaza option would be the Western End — Contiguous Freedom Plaza Alternative, Framed Plaza Option (page 70), or Western End — Diagonal Cartway Alternative, Triangle Plazas Option (page 68).

Thank you for the opportunity to comment.

Sincerely,

Cheryl Cort
DC & Prince George's Policy Director

JEFFREY A. BLOUNT
801 Pennsylvania Avenue, NW
Washington, DC 20004

April 29, 2026

National Capital Planning Commission
401 9th Street, NW
Suite 500
Washington, DC 20004

Re: Project #7509
The Pennsylvania Avenue Initiative

Dear NCPC:

I am pleased to submit comments regarding The Pennsylvania Avenue Initiative. Thank you for your work on this project.

We are homeowners and residents of the Market Square West mixed-use property located at 801 Pennsylvania Avenue, NW ("MSW").

We hope the project will be designed and executed to take into account the following matters:

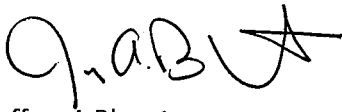
1. Minimizing the negative impact of the project on ingress and egress to and from the MSW parking lot and residents' entrance, whether caused by (a) permanent changes to traffic lanes/patterns/flow, street closures, etc., as well as (b) temporary changes or restrictions that would need to be put in place during special, large-scale events that would occur in or around MSW after the proposed project is completed.
2. Ensuring that emergency vehicle (fire, ambulance, EMS) access to MSW would not be impeded by the intended uses of the newly configured Pennsylvania Avenue area in and around MSW.
3. Minimizing noise in the vicinity of MSW during activities that would take place in any newly configured large-scale events space along Pennsylvania Avenue, which would include ensuring that adequate resources are funded and made available by the relevant federal and local authorities to enforce noise restrictions.
4. Ensuring that proper safety and crowd control measures are put in place to contend with the expected increase in people and activity in any new public events space during large-scale events (which, again, would include making sure sufficient financial and personnel resources are made available by the relevant federal and local authorities to enforce these safety and crowd control measures).
5. Ensuring that a proper governance structure is put in place to govern activities in the newly expanded Pennsylvania Avenue corridor, so that there are clear lines of decision-making and enforcement authority, that there is a clear channel for local residents to voice comments or

complaints in the event of problems, that the streets are kept clean and safe, etc. We realize there may be multiple governmental authorities that may have jurisdiction over the revitalized Pennsylvania Avenue corridor – from DC Police, National Parks Service, etc. – and we hope there will be clear governance protocols about who is responsible for what, to avoid confusion and potential problems.

6. Allowing the impacted residents (such as us) and commercial users along Pennsylvania Avenue to have an ongoing role in the governance structure mentioned in #5 above – e.g., by designated seats on the governing board(s) or advisory positions.

Thank you for your consideration of these matters.

Sincerely,

A handwritten signature in black ink, appearing to read 'J.A. Blount' with a stylized flourish at the end.

Jeffrey A Blount
jblountprc@gmail.com
202-680-8680

April 30, 2026

National Capital Planning Commission
401 9th Street, NW
Suite 500N
Washington DC 20004

Dear Chairman Scharf and Members of the Commission:

The undersigned are writing as a consortium of property owners and business enterprises regarding the proposed options for Pennsylvania Avenue, specifically those pertaining to Freedom Plaza. Our consortium includes the Washington, DC office of Kirkland & Ellis LLP as well as numerous other prominent tenants at 1301 Pennsylvania Avenue, the historic National Theatre at 1321 Pennsylvania Avenue, the JW Marriott Hotel at 1331 Pennsylvania Avenue. Collectively, we welcome millions of guests, audience members and employees to the heart of downtown each year.

The purpose of this letter is to advise you of our strong preference for the Contiguous Freedom Plaza Alternative, Framed Plaza Option set forth in the most recent proposals. Among its many virtues, this option (i) includes lowering to grade the Plaza (ii) allows the inaugural parade to move easily through the Plaza (iii) complements the Peace Monument, and (iv) offers shade around the perimeter. Also importantly, this approach avoids bifurcating the Plaza with daily traffic, which makes the Plaza no longer viable for entertainment and programming. The National Theatre, for example, has exciting ideas for programming live performances on the upgraded Plaza which depend on a sufficiently sized, cohesive space. Simply stated, the Framed Plaza Option avoids a myriad of problems that would impact the appeal and popularity of our sites as key contributors to the vibrancy of downtown and would miss an opportunity to create a wonderful public space.

And, as previously discussed in our August 25, 2025 letter sent by our consortium to the Commission, any plan that directs traffic through and/or to the north side of the Plaza would significantly disrupt the critical operations of our businesses. Specifically, hotel guest arrivals/departures, theater set loading/unloading, and outdoor dining would all be severely impacted. Additionally, bisecting the Plaza would not only add significant, unnecessary expense to the project but also nullifies one of the most significant opportunities to enliven downtown since the remaining portions of the Plaza would be too small for meaningful programming and animation.

Therefore, the consortium requests strong consideration to (i) eliminate parking on one side of the 1300 block of E Street, (ii) ensure the addition of designated drop-off zones along the 1300 block of E Street, and (iii) provide dedicated left-turn lanes from Pennsylvania Avenue onto 14th Street.

We also note that one of the renderings reflects the addition of shade trees along the sidewalk on the north side of E Street; however, utility vaults and related infrastructure will likely make this infeasible.

Finally, in 2022, when the Commission launched its study, our consortium invested significant time and resources to engage the services of the distinguished landscape architecture firm, Nelon Byrd Wolz (<https://nbwla.com/>), to create an exciting vision for Freedom Plaza for the Commission's consideration. That plan is attached again for your reference.

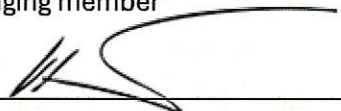
In conclusion, we very much appreciate the time and effort that is being dedicated to the enhancement of Pennsylvania Avenue. We look forward to continuing collaboration in finalizing a design that will enhance, and not negatively impact, our historic and economically critical downtown cultural and business enterprises.

Sincerely yours,

NATIONAL PLACE LEASE COMPANY, LLC

By: National Place Company, LLC,
sole member

By: Quadrangle Development Corporation,
managing member

By: 
Christopher D. Gladstone,
President

FREEDOM PLAZA, LLC


By: 1301 Associates, L.P.
Managing Member

By: Vector-Quadrangle II Associates, LLC
General Partner

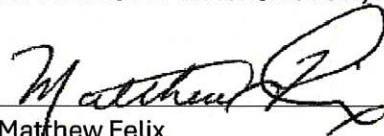
By: 1301 Holdings L.L.C., its sole member

By: QNMC Limited Partnership
Member

By: Quadrangle Development Corporation,
General Partner

By: 
Christopher Gladstone,
President

JW MARRIOTT WASHINGTON, DC


Matthew Felix
General Manager

THE NATIONAL THEATRE FOUNDATION


Beryl Jolly
Chief Executive Officer

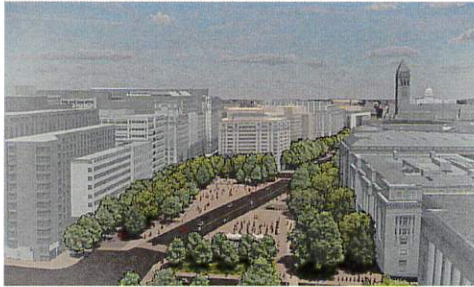
CC: Elizabeth Miller

Western End Alternative — Option Summary, Plan Comparison

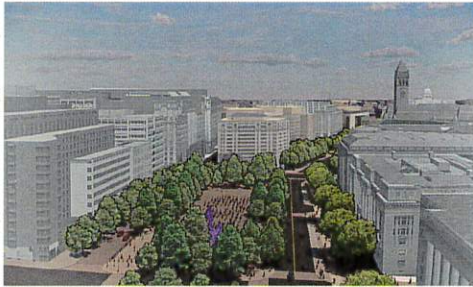
DIAGONAL CARTWAY ALTERNATIVE,
PLANTED RESPITE OPTION



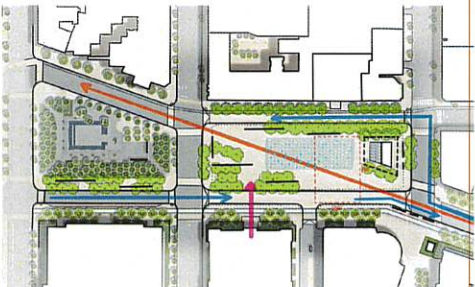
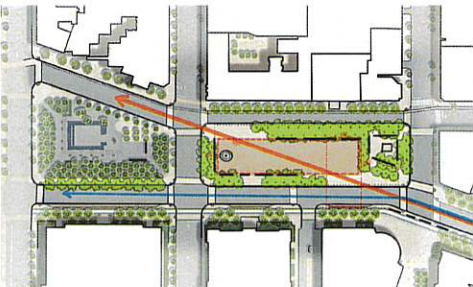
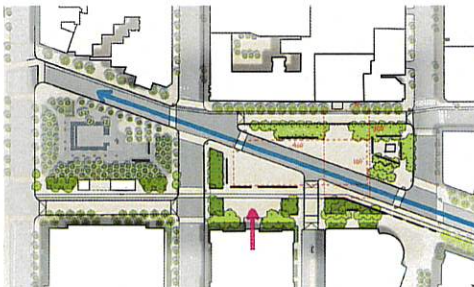
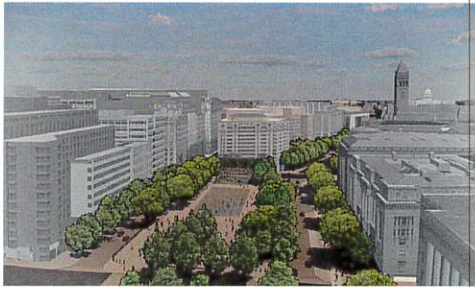
DIAGONAL CARTWAY ALTERNATIVE,
TRIANGLE PLAZAS OPTION



CONTIGUOUS FREEDOM PLAZA
ALTERNATIVE, FRAMED PLAZA OPTION



CONTIGUOUS FREEDOM PLAZA
ALTERNATIVE, EXPANDED PLAZA OPTION





April 30, 2026

National Capital Planning Commission
401 9th Street NW, Suite 500N
Washington, DC 20004

Re: Pennsylvania Avenue Planning Initiative

These comments are submitted on behalf of the National Trust for Historic Preservation in the United States, 54 U.S.C. § 312102(a), in response to the request for initial scoping comments under the National Environmental Policy Act. We also look forward to continuing our participation as a consulting party under Section 106 of the National Historic Preservation Act (NHPA), pursuant to 36 C.F.R. §§ 800.2(c)(5) and 800.3(f)(3), following the initial consultation meeting on January 28, 2026.

The “Planning Area” for the Pennsylvania Avenue Initiative is much too narrowly defined. The Planning Area is so narrowly defined that it does not even include areas that could be directly impacted by the plan, such as the extension of John Marshall Park north of C Street NW, and the Capitol Reflecting Pool. The Planning Area should at least include the full Area of Potential Effects (APE), as defined by Section 106 of the NHPA, and the APE itself should be expanded. For example, the proposed APE includes only portions of the historic districts potentially affected by the plan. In our view, the full historic districts should be included within the APE, even if they would only be partially impacted.

John Marshall Park needs an updated evaluation of its eligibility for the National Register. It was mentioned during the public presentations that John Marshall Park is considered not eligible for the National Register of Historic Places, and the DC State Historic Preservation Office has confirmed that it was previously deemed non-contributing to the Pennsylvania Avenue Historic Site. However, the comments submitted by The Cultural Landscape Foundation make a strong case for the significance of John Marshall Park, especially because of the role of landscape architect Carol R. Johnson. Accordingly, we support the Foundation’s recommendation for a new Determination of Eligibility for the Park. That determination needs to be completed before a selection is made among the three alternative concepts proposed for John Marshall Park, so that the analysis and the choice can be informed by a true understanding of the Park’s significance.

Freedom Plaza Alternatives need careful consultation and evaluation. One of the more dramatic decisions that needs to be made as part of the planning process is the choice at the western end of Pennsylvania Avenue whether to re-install a diagonal roadway through what is now Freedom Plaza or to continue the current traffic pattern circumventing the Plaza with one-way streets. The selection among the four alternatives presented should be based on thorough consultation under Section 106, and ideally, a broad consensus would be reached among the consulting parties. Each of the four alternatives has advantages and

disadvantages, as described in the materials. None of these alternatives should be eliminated at this point in the process.

Thank you for the opportunity to provide these initial comments, and we look forward to continuing our participation in the Section 106 consultation process for this planning initiative.

Sincerely,

A handwritten signature in black ink that reads "Elizabeth Merritt". The signature is written in a cursive, flowing style.

Elizabeth S. Merritt
Deputy General Counsel

SAUL SUBSIDIARY II LIMITED PARTNERSHIP

7501 Wisconsin Avenue, Suite 1500E, Bethesda, Maryland 20814-6522
(301) 986-6200

April 30, 2026

Via USPS Mail and Email

Ms. Elizabeth Miller
Director, Long Range Planning Division
National Capital Planning Commission
401 9th Street, NW, Suite 500N
Washington, DC 20004

RE: New Plan for Pennsylvania 601 Pennsylvania 601 Pennsylvania Avenue
Comments on Proposed Conceptual Design Alternatives

Dear Ms. Miller:

On behalf of Saul Subsidiary II Limited Partnership, the owner of 601 Pennsylvania Avenue, NW (Square 459, Lot 820), we appreciate the opportunity to provide comments on the proposed concept design alternatives for the new Pennsylvania Avenue Plan (the “Plan”) that was published by the National Capital Planning Commission (“NCPC”) on April 2, 2026.

Of the prior concept plans originally presented, we are more supportive of the direction the proposed concept design alternatives are going. The widening of the northern sidewalk, provision of pick-up/drop-off zones along the north of the cartway, and relocation of the bike lane to the south side of the corridor are all positive changes. We appreciate that the design alternatives generally reflect the comments we submitted previously regarding access, safety, and impacts to adjacent owners. However, because the design alternatives are still in the concept stage, and the companion Implementation Plan has yet to be released, we have reiterated some of our prior comments below.

We also want to take the opportunity to outline our specific requirements that must be incorporated into any final design:

1. Access.
 - Future planning must incorporate additional regular traffic studies based on current operations and traffic demands to ensure traffic needs are met and existing operations, access and traffic flow are not impaired.

- All forms of access need to be maintained, including vehicular access, both along Pennsylvania Avenue and from adjacent connecting streets like 6th Street. We specifically require complete vehicular access from the north and south on 6th Street to our parking garage.
- Any plan must include pedestrian access to 601 Pennsylvania Avenue.
- Pennsylvania Avenue must continue as the outlined thoroughfare.
- Any plan must accommodate taxi, Uber and other vehicles stopping on Pennsylvania Avenue and in front of 601 Pennsylvania Avenue without interfering with traffic as outlined in the “PUDO” zones.
- Emergency vehicles must be able to access 601 Pennsylvania Avenue 24 hours a day.

2. Safety.

- If Pennsylvania Avenue is to be used for periodic public events, it is critical to prioritize safety and security of the existing operations at 601 Pennsylvania Avenue.
- Public events should not occur regularly nor during normal operating times. No event should shut down traffic access to existing buildings during normal operating times.
- Any plan should include security around buildings fronting Pennsylvania Avenue.
- Given your stated intention to increase visitors to Pennsylvania Avenue, there should be an enhanced security presence, communication infrastructure, and security plan for Pennsylvania Avenue as a whole. This need for heightened security will be particularly necessary in connection with public events.
- A streamlined oversight, approval, and communication process that incorporates all stakeholder voices will be required to achieve security for operations along the Pennsylvania Avenue in general, but, in particular, in connection with public events.

3. Focus on Existing Users.

- Any planning must include continued consideration of and coordination with existing owners of property on Pennsylvania Avenue taking into consideration day-to-day operations, safety and security.

- Any plan must ensure that changes to vehicular and pedestrian patterns do not adversely impact the use and desirability of adjacent properties for office and retail tenants.
 - Any plan must ensure that the cost of temporary or permanent improvements and the ongoing maintenance of the Pennsylvania Avenue are neither borne by the existing building owners, nor divert funds from the adjacent Business Improvement District (“BID”).
 - No aspect of the design may involve our private property at 601 Pennsylvania Avenue, including our courtyard on the north side of 601 Pennsylvania Avenue accessed by 6th Street.
 - Existing buildings occupants should be able to benefit from public events along Pennsylvania Avenue as they do now, such as safely viewing special events.
4. Type of tree, number of tree rows and relationship to other proposed streetscape elements.
- While we prefer the staggered canopy grid tree alignment over the continuous fastigate allée tree alignment, no landscaping or programming should create adverse impacts to the building or its current tenants’ views or access. Specifically, along the 600 block of Pennsylvania Avenue, which contains one of the few remaining restaurants along the corridor, The Capital Grille.
5. Poles, landscaping, kiosks, seating and security elements.
- We do not support the proposed poles alternative, which shows two potential poles immediately in front of our property. Nothing proposed should obstruct or materially diminish views along the Pennsylvania Avenue corridor and visibility of ground-floor retail signage and storefronts, which are critical to the economic performance and success of businesses and 601 Pennsylvania Avenue as a whole.
6. Market Square Crossroads Galleria.
- Security and access in this location are essential considerations for the area at the east side of the square. All design options should allow for a more open and accessible area that is able to be patrolled and less likely to result in loitering and similar unnecessary use of this space.

- No aspect of the design may involve our private property at 601 Pennsylvania Avenue, including our courtyard on the north side of 601 Pennsylvania Avenue accessed by 6th Street.

While the Implementation Program and management structure is not part of the Public Space Master Plan, it is an essential element to the successful implementation of the Plan and thus is closely connected to the design concepts for Pennsylvania Avenue currently under consideration by NCPC. As an adjacent property owner, we have a substantial interest in the long-term maintenance and operation of whatever improvements are ultimately made to Pennsylvania Avenue. Therefore, it is crucial that NCPC make available details regarding the creation and ongoing operation of the new management entity. Specifically, it is important for adjacent property owners to understand whether the new management entity will be created and funded, in whole or in part, through new or increased property assessments or Business Improvement District (“BID”) taxes. We are not in favor of any increase in taxes or other financial obligations on owners adjacent to Pennsylvania Avenue. If anything done as part of an updated plan were to impair the value or operations of the property, we will expect and require fair compensation.

Thank you for your consideration of our comments. We look forward to continuing to work with NCPC staff, the Downtown BID, and other stakeholders on improving 601 Pennsylvania Avenue.

We can be reached via our counsel by phone at 202-721-1132 or email at jutz@goulstonstorr.com to discuss further.

Best Regards,

Saul Subsidiary II Limited Partnership
By: Saul Centers, Inc., its General Partner



Judi Garland
Senior Vice President

cc: Jeff Utz

SAUL SUBSIDIARY II LIMITED PARTNERSHIP

7501 Wisconsin Avenue, Suite 1500E, Bethesda, Maryland 20814-6522
(301) 986-6200

April 30, 2026

Via USPS Mail and Email

Ms. Elizabeth Miller
Director, Long Range Planning Division
National Capital Planning Commission
401 9th Street, NW – Suite 500
Washington, DC 20004

Re: New Plan for Pennsylvania Avenue Public Comment
Comments on Scoping for Environmental Assessment (“EA”) to be Prepared for
Proposed Conceptual Design Alternatives

Dear Ms. Miller,

On behalf of Saul Subsidiary II Limited Partnership, the owner of 601 Pennsylvania Avenue, NW (Square 459, Lot 820), we appreciate the opportunity to provide comments on the proposed scope of the Environmental Assessment (“EA”) that the National Capital Planning Commission (“NCPC”) is drafting in connection with the preparation, review and adoption of the new Pennsylvania Avenue Plan (the “Plan”) in accordance with the National Environmental Policy Act (“NEPA”). We have reviewed the NEPA scoping materials and concept design alternatives that were recently reviewed by NCPC at its April 2, 2026 public meeting.

We understand that the EA will evaluate the potential environmental impacts associated with the proposed action and alternatives and will be prepared in coordination with the parallel evaluation of the undertaking that is required under Section 106 of the National Historic Preservation Act. Overall, we applaud NCPC and its partner agencies for their extensive efforts and commitment to modernize and invest in Pennsylvania Avenue as both monumental civic boulevard that can support nationally significant events, while also serving as a local main street that supports a vibrant mix of uses by businesses, workers, residents, and visitors to the District of Columbia. Notably, we appreciate NCPC staff’s direct engagement and the opportunities we have had thus far to participate in the Pennsylvania Avenue Initiative. We look forward to our continued participation as the initiative enters its next phase.

The following comments are organized in accordance with the environmental topic areas identified in the scoping materials posted to NCPC’s website, and are solely focused on the scope of the EA. Our specific comments on the proposed design alternatives will be submitted under separate cover.

1. Environmental issues and resources that should be analyzed

In addition to the environmental topics identified by NCPC (including vegetation, cultural resources, traffic, visitor experience, and noise), we request that the following additional environmental topics be included in the EA:

a. Governance, operations, and funding impacts

According to the project synopsis posted to NCPC's website for the recent review of the design concepts, "[t]he Plan will consist of an Implementation Program, which includes an economic analysis and business case and recommendation for a new management structure to oversee programming, operations, maintenance, and funding and a Public Space Master Plan and Concept Design, which includes the physical design of the right-of-way, parks, building yards, and infrastructure modernization." Emphasis added. While the Implementation Program and management structure is not part of the Public Space Master Plan and Concept Design, the impacts of the full Plan should be evaluated as part of the EA, including the creation of any new management entity that will be created to construct, manage, maintain, and operate the area covered by the Plan and the funding of such entity.

The new entity is an essential element to the successful implementation of the Plan and thus is closely connected to the design concepts that are currently under consideration by NCPC. In particular, the EA should analyze the fiscal impacts on adjacent property and how the new management entity is funded, as we firmly oppose, in whole or in part, funding through new or increased property assessments or Business Improvement District ("BID") taxes. Private sector office and retail space along Pennsylvania Avenue continues to experience significant adverse financial headwinds and some of the worst vacancy rates in the District. As a result, the long-term outlook is still unknown. Any additional economic obligation placed on property owners along the corridor to create and fund the new management entity would be substantially burdensome.

b. Visual impacts and viewshed considerations

The EA should evaluate visual impacts associated with the proposed alternatives, including impacts on views from adjacent properties and ground-floor spaces for both tree configuration alternatives. This analysis should be property-specific where appropriate, including impacts to building identity, visibility, and tenant-facing frontage conditions. In particular, the EA should assess the combined visual and functional impacts of: (i) the increased number of tree rows, where proposed; (ii) the proposed kiosk locations and sizes; and (iii) the potential installation of large vertical elements such as the symbolic/functional poles. The EA should also include both daytime and nighttime conditions, seasonal canopy growth, and long-term mature tree impacts. These elements, individually and cumulatively, have the potential to obstruct or materially diminish visibility of ground-floor retail signage and storefronts, which are critical to economic performance. The reduced visibility of retail signage would exacerbate an already overly restrictive and conservative interpretation of the existing signage regulations that apply along Pennsylvania Avenue that is employed by the U.S. Commission of Fine Arts.

c. Ground floor retail activation

The EA should analyze impacts on ground-floor retail, including visibility, accessibility, and the placement of outdoor seating and activation relative to the proposed number of tree rows and tree spacing, kiosk locations, pole installations, and primary pedestrian circulation routes. Streetscape elements - particularly the kiosks and poles - should be evaluated for their effects on line-of-sight, pedestrian engagement, and retail exposure. As mentioned above, the retail environment on and around the Pennsylvania Avenue corridor is strained. The degree of elements introduced along Pennsylvania Avenue should not further complicate the operations, viability or interactivity of the ground floor commercial uses along the corridor. The Av. des Champs-Élysées in Paris, oftentimes used as a precedent for the dual-purpose boulevard envisioned for Pennsylvania Avenue, should be used to inform the specific balance between the spacing of trees and number of tree rows; space for outdoor dining and seating; and permitted signage, awnings, and canopies.

Given the limitations on activation that could remain along the south side of Pennsylvania Avenue due to the concentration of federal office buildings in the Federal Triangle, relaxing regulatory constraints that impact ground-floor and public realm activation on the north side of Pennsylvania Avenue is critical to the Plan's success. As demonstrated by the Av. des Champs-Élysées, much greater latitude in signage, lighting, and public space use is possible without it negatively impacting the aesthetic monumentality and symbolism of Pennsylvania Avenue.

d. Tree planting and streetscape elements, kiosk placement, and pedestrian circulation

The EA should evaluate the impacts associated with the increase in the number of tree rows and streetscape elements that are proposed along certain segments of the corridor, including the 600 block of Pennsylvania Avenue. The evaluation should consider the potential impacts of these combined elements on pedestrian circulation, particularly on blocks with constrained sidewalk widths, tree canopy growth and shading effects; available space for seating, dining, and programming; and interactions with kiosk placement and related seating. Specifically, the proposed design alternatives show an additional row of trees along the 600 block of Pennsylvania Avenue which will eliminate any improvement to pedestrian circulation and outdoor seating potential gained by the widened sidewalk condition provided by southerly shift of the curbline. This will be further exacerbated by the proposed placement of poles, the base of which appear exceptionally large. Furthermore, adding another row of trees on blocks with narrow sidewalk conditions will also adversely impact retail visibility, including signage visibility. While not shown in the proposed design concepts, the addition of contemplated permanent security elements along the corridor would compound the above-described impacts along blocks with older buildings that do not have the same larger setbacks as other buildings that were constructed in accordance with square guidelines under the existing Pennsylvania Avenue Plan.

e. Access, circulation, and curbside management

The EA should evaluate how proposed changes to the Pennsylvania Avenue cartway, sidewalks, and pick-up/drop-off (“PUDO”) zones will affect vehicular access, loading, and drop-off operations at adjacent buildings, including emergency access and life-safety considerations. Curbside management for deliveries, rideshare, and building services should also be evaluated to ensure the proposed PUDO zones operate the way they are intended to, and do not become de facto parking spaces for idling law enforcement vehicles and service / delivery vehicles. Similarly, these areas cannot eventually be blocked off with temporary security measures that remain in place for long periods of time.

f. Construction impacts and subsurface utilities and building infrastructure and operations

Given the scale of the proposed improvements and anticipated phased implementation, the EA should analyze:

- Potential duration, sequencing, and phasing of construction activities,
- Impacts on adjacent building tenant access, building operations, and deliveries,
- Temporary loss or disruption of sidewalk frontage and curb access, and
- Noise, dust, and vibration impacts on building occupants and retail tenants.

Given the complex network of subsurface utilities along the corridor, the EA should also evaluate the potential impacts to existing utility connections serving adjacent buildings and potential service disruptions during construction and implementation, including repairs to utility lines and connections after the project improvements are in place.

2. Reasonable alternatives to the proposed action

Based on our review, the range of alternatives currently under consideration appears reasonable, appropriately differentiated, and sufficient for NEPA analysis. The alternatives reflect distinct approaches to corridor design, public space programming, and streetscape configuration, consistent with the project’s stated goals. Accordingly, we do not recommend the addition of further alternatives at this time.

3. Potential mitigation measures

At this stage, we recommend that the EA identify and evaluate mitigation measures that address the issues outlined above, particularly with respect to:

- Minimizing adverse visual and economic impacts on adjacent properties, including preservation of retail frontage, access, and signage and storefront visibility;
- Maintaining adequate access, loading, and curbside operations;
- Managing construction-related and operational disruptions;
- Ensuring compatibility between event programming and adjacent property operations; and

- Avoiding fiscal burdens associated with future governance, operations, and funding structures.

4. Other concerns related to the proposed action

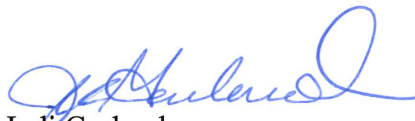
We do not have additional concerns to raise at this time. However, we note that concerns may arise as the NEPA process progresses and as additional details regarding design, operations, and governance are developed. We further note that the NEPA process is being conducted in coordination with the Section 106 review process, and issues related to historic resources and effects may evolve as that process continues. Should additional concerns arise, they will be communicated during the course of the NEPA and Section 106 processes.

Thank you for the opportunity to provide these comments. We appreciate NCPC's continued engagement with stakeholders and look forward to participating further in this process.

We can be reached via our counsel by phone at 202-721-1132 or email at jutz@goulstonstorrs.com to discuss further.

Best Regards,

Saul Subsidiary II Limited Partnership
By: Saul Centers, Inc., its General Partner



Judi Garland
Senior Vice President

CC: Jeff Utz



April 30, 2026

New Plan for Pennsylvania Avenue Public Comment
National Capital Planning Commission
401 9th Street, NW, Suite 500N
Washington, DC 20004

To the National Capital Planning Commission,

The Cultural Landscape Foundation (TCLF), a Washington, D.C.-based education and advocacy organization, is grateful for the opportunity to submit comments concerning the [Pennsylvania Avenue Initiative](#) prepared by the National Capital Planning Commission (NCPC), and five other project partners. TCLF's comments specifically concern [John Marshall Park](#), on the eastern end of Pennsylvania Avenue, and its landscape architect, [Carol R. Johnson](#) (1929-2021). Since the park is likely eligible for listing in the National Register of Historic Places as the work of a master landscape architect (whose career can be bracketed), and a rare and influential woman practitioner operating in the urban/civic realm, we strongly urge that a Determination of Eligibility (DOE) be undertaken before any changes are made. If determined eligible to the National Register, then the project would be subject to reviews pursuant to Section 106 of the National Historic Preservation Act of 1966, which would aim to avoid, minimize and mitigate any adverse effects. The DOE for another site along Pennsylvania Avenue, Pershing Park, location of the National WWI Memorial, fundamentally altered plans for that park, which initially called for it to be razed.

Carol R. Johnson, who received a master's in landscape architecture from the Harvard University Graduate School of Design in 1957, was "the founder of what would become one of the country's largest landscape architecture firms owned by a woman," according to her obituary in [The New York Times](#), which also notes: "By the 1990s, Carol R. Johnson & Associates had a staff of more than 100 and projects all over the world."

Of John Marshall Park, the obituary says: "[The John Marshall Park](#) in Washington was in a neglected area originally planned for a parking lot. Ms. Johnson's firm won a national competition to turn it into a terraced landscape in honor of the chief justice, who had lived in a boardinghouse nearby."

In a [2006 interview](#) for a [video oral history](#) produced by TCLF, Johnson recounted: "Our plan was to get the parking lot which had been programmed for the center of the park, out of there and have the whole site as a greenspace. However, it was best to do quite a bit of pavement on Pennsylvania Avenue because they wanted to have a site where masses of people (not only for the inaugural parade, but other events) could gather. Steps up to a greensward in the middle, which would be less intensely used; and at the top, another paved plaza with two fountains. Our staff did research at the library in Washington and this site was not only the boarding house site where Marshall lived, but it was also earlier the site of the first public water supply. So, we put these two fountains in to commemorate that."

The terracing and alignment of John Marshall Park is not only a key character-defining aspect of the design, it is also central to the predominant visual and spatial relationships intrinsic to the site. As noted on the [U.S. District Court, District of Columbia, website](#): "The design concept of the park utilizes a twelve foot grade change between C Street and Pennsylvania Avenue to create three

distinct areas. The upper and lower bosques are paved plazas, with the center portion kept open to maintain the important L'Enfant vista to the Old City Hall.” This approach to terraced grade changes was influenced by the Beatrix Farrand-designed [Dumbarton Oaks](#) in Washington, D.C., which Johnson visited according to landscape architect Marion Pressley, who was the project manager on John Marshall Park during her tenure in Johnson’s office (1969-1983). The terraces character-defining shape and grade differentials are key to Johnson’s design.

John Marshall Park is located next to the Canadian Chancery, which also has a landscape by a very prominent woman landscape architect, Cornelia Hahn Oberlander. Indeed, Oberlander is the namesake of the [Cornelia Hahn Oberlander International Landscape Architecture Prize](#), which like the Pritzker in architecture includes a \$100,000 award. The biennial *Oberlander Prize* is considered the world’s “top honor in the field of landscape architecture.”

The capital city is fortunate to have important commissions by two powerful, influential, and talented woman landscape architects on the nation’s so-called Main Street, Pennsylvania Avenue, and it is likely that no other public civic landscape, preceding this park/plaza represents women-led design in the nation’s capital.

On page 40 of the [Pennsylvania Avenue Initiative](#), there are three different options for the treatment of John Marshall Park. Given the significance of this work of landscape architecture by an important woman practitioner. Before moving forward, TCLF requests that a DOE be undertaken to assess the park/plaza’s significance and whether proposed changes should be subject to a Section 106 review.

Sincerely,

A handwritten signature in dark ink, consisting of a large, stylized 'C' followed by a horizontal line that tapers to the right.

Charles A. Birnbaum, FASLA, FAAR
Founding President & CEO

NCPC/New Plan for Pennsylvania Avenue Design Concepts, 27Apr26

Comments from Kirby Vining

Thank you for a very, very thorough evaluation of current conditions, history, and alternative concept proposals! Specific comments and recommendations follow:

3rd to 13th Corridor Base Alternative, Support Staggered Canopy Grid Tree Alignment Option.

I strongly prefer this option to the continuous fastigate option because the latter would provide less needed shade and because while it may be useful to articulate the line of the avenue the small trees I fear would be endangered by the lack of shade to the roots and the line these smaller trees form would detract from the views down the avenue which I deem more important. The staggered canopy would avoid distraction from the view and provide much-needed shade and provide underneath them informal comfortable gathering spaces to enjoy this important view. The fastigate alignment would also, as the constraint comment states, reduce the barrier-free space for certain kinds of large events. The fastigate alignment also seems visually redundant with the pole arrangement.

Eastern End Alternative – Support the Terraced Spaces Option

I strongly support this terraced option because it would create useful and comfortable smaller gathering spaces for informal and formal events near but not on the avenue. The other two options seem geared to larger events that I think should be ON the avenue itself, and reserve these smaller more intimate spaces for secondary and smaller events.

Market Square Crossroads – Support the Crossroads Option

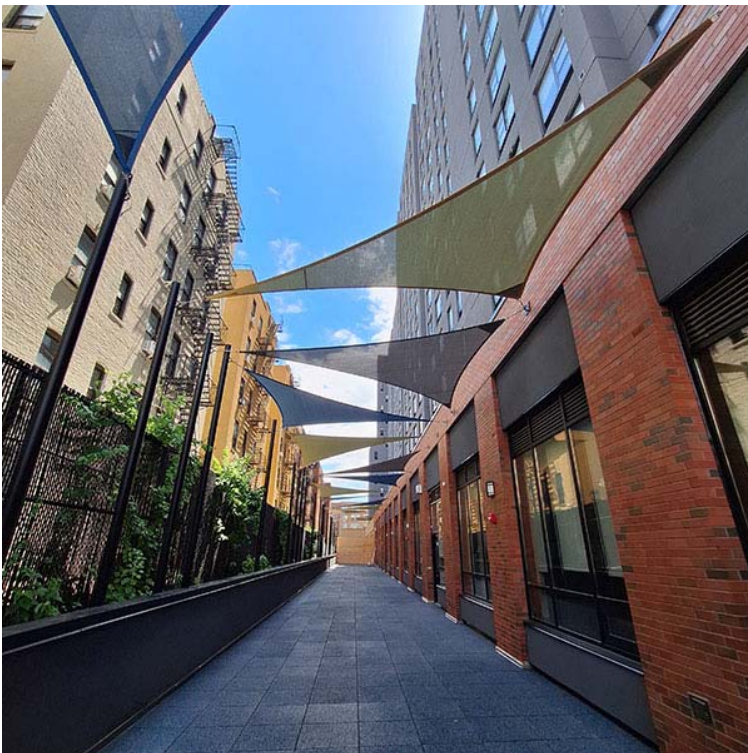
I support this option because while secondary I believe that the Indiana Ave. axis is an important contribution to the viewsheds near and alongside the avenue.

Western End – Support the Contiguous Diagonal Cartway Planted Respite Alternative

I strongly support this alternative because it would restore what I believe is THE most important line in the L'Enfant Plan, from the Capital to the White House (well, ending at the Treasury Building which is the same thing for these purposes). Freedom Plaza is in my opinion an unjustified interruption of that crucial line both for viewshed and transportation purposes. Freedom Place has always looked out of place to me as an unexplainable interruption of both Pennsylvania Avenue and the buildings on either side. I see the Plaza primarily used only by skateboarders and interrupting pedestrian crossing the avenue. Replacing the Plaza as shown with smaller triangular parks would not seem to harm the General Pulaski Statue at the NE corner of the plaza. The trees in this option would be a great relief to the unexplained and HOT current plaza area now.

Again, thank you for your very careful consideration of this key space in our lovely city! -Kirby Vining

Please consider infrastructure for the addition of shade canopies over sidewalks during the hot Washington, DC summers. These can either be permanent, year-round structures, or added and removed based on season. This is critical for both tourists and attendees at summer events. They can be set back to they are only over the sidewalks.







Public Comment — New Pennsylvania Avenue Plan

NCPC File No. 7509 | Submitted April 30, 2026 | To: info@ncpc.gov

To the Pennsylvania Avenue Initiative team:

I write as a Washington, DC resident, daily cyclist, parent, and urbanist to comment on the April 2026 concept submission. The proposal improves on the existing Avenue, but it is not the world-class street the partners say they are building. NCPC planner Karin Schierhold has framed the ambition: the new Pennsylvania Avenue should “stand among the same global stage as the great capital city boulevards in London, Paris and Berlin.” Measured against that standard, the submission falls well short. As currently presented, the Preferred Alternative reads more like a beautified car-priority arterial than a truly people-first capital boulevard. I urge the team to push the Preferred Alternative meaningfully further before it returns to the Commission in the fall.

The reference cities are moving in a markedly different direction. As this comment period closes, London is implementing the full pedestrianization of a 0.7-mile (1.1 km) stretch of Oxford Street—Europe’s busiest shopping street and a corridor broadly comparable in length to the 1.2-mile Penn Ave project area. Mayor Khan approved the scheme in February 2026; works begin this summer, with the first traffic-free section in place by year-end. The closure is total: private vehicles, buses, taxis, private hire, cycles, scooters and pedicabs are all removed; bus routes are diverted to parallel streets; servicing is restricted to midnight–7am [10]. London is doing this not despite the post-pandemic decline of high-street retail but because of it: the economic case for pedestrianization is strongest precisely where downtowns are weakest. That diagnosis applies equally to Penn Ave. The current submission’s ambition needs to be calibrated to what peer capitals are actually building in 2026, not what they were building in the 1990s.

Concerns are organized from most to least consequential.

Principal concerns

1. The cartway is over-sized, by both the project’s own evidence and federal best practice.

The 2018 DDOT transportation study cited in the submission found that reduced-capacity options performed acceptably at many locations, yet no sub-four-lane alternative has been advanced. The April submission preserves four through lanes plus a fifth turn lane at 11 ft widths, despite traffic volumes that have declined since the 1970s. This is right-sizing relative to 1974, not 2026.

The implicit assumption that more lanes mean more capacity is contradicted by mainstream traffic engineering. Lioris, Varaiya and colleagues put the principle directly: intersections, not links, are the bottlenecks of urban road systems, and intersection capacity is only a fraction of what the connecting roads can carry [1]. On a signalized corridor, capacity is set by green-time fractions; adding a fourth through lane between signals adds queuing space at the next red light, not capacity.

FHWA’s own Road Diet Informational Guide makes this empirically concrete. FHWA designates four-to-three-lane conversions a Proven Safety Countermeasure, with documented crash reductions of 19–47% on roads carrying up to ~25,000 vehicles per day, and daily traffic volumes that remain relatively unchanged before and after [2]. Minnesota DOT data show three-lane facilities at crash rates 46% below four-lane facilities at comparable volumes [2]. Pennsylvania Avenue—declining volumes, no heavy freight, urban context, heavy pedestrian activity—is precisely the corridor profile FHWA identifies as an ideal candidate.

Ask: Add a three-lane cross-section alternative (one general-purpose lane each direction plus a center transit/turn lane, with dedicated bus priority) to the NEPA Environmental Assessment.

2. Modern roundabouts should replace signalization at key intersections.

Once the cartway is right-sized, the geometric envelope at major cross-streets is ample for single-lane urban roundabouts. FHWA designates modern roundabouts a Proven Safety Countermeasure with documented results from NCHRP Report 572, IIHS, and FHWA’s Roundabout Guide: ~75% reduction in injury crashes versus signals; ~90% reduction in fatal and incapacitating-injury crashes; ~75% reduction in pedestrian crashes (the canonical European studies, Brilon et al. 1993 and Schoon & van Minnen 1994); and delay reductions of 20–89% across studies [3, 4].

Roundabouts also resolve the corridor-capacity issue from the opposite direction by eliminating the signal-cycle bottleneck. Operating speeds drop to 15–20 mph by geometry alone—exactly the design-speed target identified below.

The most obvious candidates are the locations that already function as compromised quasi-roundabouts: Indiana Plaza, Market Square, and the two Western End plazas. Converting these would anchor existing memorials (Grand Army of the Republic, Major General Hancock) as central elements of civic geometry rather than relegating them to traffic-island fragments—the European boulevard tradition the project invokes.

Ask: Add a roundabout-network alternative, single-lane configurations only, applied at minimum to Indiana Plaza, Market Square, and the Western End. Multi-lane roundabouts have known pedestrian-yielding deficiencies in U.S. practice [3] and should be excluded.

3. The plan preserves and creates traffic-bounded public spaces that are unlikely to function as true urban squares.

Indiana Plaza, the 3rd Street triangle, the spaces flanking the Navy Memorial, the post-redesign John Marshall Park, and both Freedom Plaza alternatives all share a common geometric problem: traffic on most or all sides. Spaces bounded by moving traffic cannot host the activities—café terraces, market stalls, retail spillover, lingering, children’s play—that give European squares their value. They become circulation residuals, not destinations. No amount of activation or stewardship overcomes this geometry.

The single most consequential intervention the partners could make for downtown DC’s daily life is to identify which side streets genuinely need to remain through-routes and to terminate the rest at the Avenue’s public spaces. Not every cross street needs to be continuous. The L’Enfant grid is redundant enough that closing or pedestrianizing portions of select cross streets does not impair regional mobility—and it transforms the squares those streets currently divide into spaces that can actually be used. Place des Vosges, Praça Reial, Augustusplatz, every Belgian and Dutch *Grote Markt*: these spaces work because buildings, not traffic, define their edges. Quiet edges enable ground-floor retail and food service to extend into the public realm; active edges in turn make the public space lively. This is exactly what downtown DC needs to recover post-pandemic.

Ask: Concrete moves the Preferred Alternative should incorporate:

- Pedestrianize the northern leg of Indiana Avenue at Indiana Plaza, eliminating cross-traffic on at least one side of the Grand Army memorial.
- Terminate 9th Street at Market Square, giving the square a fourth quiet edge available for café and gallery spillover from the Portrait Gallery district.
- Terminate or single-lane 6th Street at John Marshall Park, eliminating cross-traffic with park users.

- Fully pedestrianize Freedom Plaza (per concern 5), with 13th and 14th Streets reduced to single-lane local access only and the inaugural parade accommodated through reversible bollards.

4. The streetscape is overwhelmingly impervious at the ground plane.

The submission’s renderings—both the cyclist view and the pedestrian promenade view—show a paved plain interrupted only by discrete tree pits. There is no continuous planted strip, no understory of shrubs, perennials, or grasses. The visible green is entirely overhead canopy; from the waist down the view is stone. This contradicts the plan’s own goals on stormwater, urban heat island mitigation, and ecological resilience, particularly given that ~50% of the project area lies within the 100-year floodplain. It also reproduces the failure mode the existing-conditions analysis identifies: tree roots starved for soil volume displacing pavers and curbs.

Singapore is the most relevant precedent. Recent peer-reviewed work finds that the integrated green infrastructure Singapore has institutionalized—continuous urban forest, ground-plane vegetation, green walls, permeable surfaces—reduces ambient air temperatures by up to 2.6°C and surface temperatures by up to 11°C in dense urban areas [5]. DC is not Singapore’s climate, but the trajectory of DC summers is moving in that direction. The proposed Penn Ave streetscape places almost the entire heat-mitigation load on the canopy alone while leaving the ground plane sealed—consistently shown to be insufficient at the surface temperatures DC will increasingly experience.

On tree alignment: between the two options presented, carry forward the **Staggered Canopy Grid Option** rather than the Continuous Fastigiata Allée. In DC’s climate canopy spread is the variable that matters most for thermal performance. A mature willow oak or swamp white oak provides roughly 4–5x the shade footprint and leaf surface area of a fastigiata hornbeam or columnar oak, with proportional advantages in stormwater interception, evapotranspirative cooling, sequestration, and habitat. The Fastigiata option has aesthetic merit but trades climate performance for it—the wrong trade-off as DC summers intensify.

Ask: The Preferred Alternative should specify, at minimum:

- Continuous canopy trees, multi-species, in continuous linear planted strips rather than discrete pits, with deep structural soil cells under adjacent paving.
- A planted buffer strip between cycletrack and cartway/PUDO—Dutch and Danish standard practice. This single move provides physical cyclist protection, mitigates door-swing conflict, doubles as a bioswale, and supplies ground-plane ecology.
- Permeable paving (permeable unit pavers, resin-bound aggregate, or structural soil cells under pavers) for pedestrian zones, the cycletrack, and PUDO zones where load conditions allow.
- Bioswales or rain gardens at intersection corners, doubling as pedestrian-crossing bulb-outs.
- A substantive understory layer (shrubs, perennials, grasses) beneath the canopy throughout the corridor.

5. The Freedom Plaza framing is a false choice.

Both Western End alternatives—Diagonal Cartway and Contiguous Freedom Plaza—accept that motor vehicles must pass through or around what is today one of the few large pedestrian-priority spaces downtown. The Diagonal option actively reintroduces a roadway through a space currently free of cars, in service of restoring a 19th-century geometric idea. The Contiguous option keeps surrounding streets at near-current capacity. Neither tests the alternative that would best match the partners’ vision: full pedestrianization, with traffic rerouted to E Street and 13th/14th, the inaugural parade accommodated through reversible bollards, and the plaza redesigned for daily use. The Strand pedestrianization in London, Times Square, Place de la République in Paris, and Trafalgar Square’s north-side closure all demonstrate that removing cars from civic plazas increases their value as event venues while delivering daily life the prior condition could not support.

Ask: Add a fully pedestrianized Freedom Plaza alternative to the NEPA analysis.

6. Eleven-foot lanes contradict current evidence on urban street safety.

Hamidi et al. (2023) at the Johns Hopkins Bloomberg School of Public Health analyzed 1,117 urban street sections across seven cities—DC among them—and found that at speed limits of 30–35 mph, lanes of 10, 11, and 12 ft had significantly higher crash rates than 9-ft lanes. The authors recommend 10 ft as the default urban lane width, with 11 ft reserved for streets with heavy freight or transit [6]. Pennsylvania Avenue is precisely the corridor type the study identifies as a prime candidate for lane-width reduction.

Ask: Lanes should be 10 ft, with 11 ft reserved only for a dedicated bus lane.

7. “Avenue as a Venue” is the wrong organizing concept.

The vision document frames the Avenue primarily as a stage for inaugurations, parades, and special events. Great streets in Paris, Berlin, Amsterdam, and Copenhagen are not great because of what happens on them ten days a year. They are great because they are excellent on the other 355 days—for residents, for children on bikes, for café tables, for deliveries, for unprogrammed daily life. Designing primarily for ceremonial events is precisely how the 1974 plan went wrong. Master Plan goals should be reordered to put daily life first, with event accommodation as a constraint the design satisfies, not the organizing principle.

8. The deepest problem is land use, not streetscape—and the plan barely addresses it.

A great urban street requires active, mixed-use, fine-grained building edges with continuous foot traffic across hours and days of the week. This is the core insight of postwar urban research, from Jane Jacobs through to contemporary work on retail vitality and post-pandemic downtown recovery. It applies as much to the European boulevards the partners invoke as to any other successful urban street: Berlin’s Friedrichstraße, Paris’s Rue de Rivoli, London’s Strand all depend on residential floors above and varied retail at ground level.

Pennsylvania Avenue largely does not have those edges. The south side is almost entirely Federal Triangle—secured government buildings with setback requirements, blank or fortified ground floors, inward-facing courtyards, and operating hours of 9 AM to 5 PM weekdays only. The north side is a mix of federal courthouse, DC government, embassy, defunct museum, and a small number of private buildings with anemic ground-floor retail. The result is a corridor where most building edges along its 1.2 miles are dead outside business hours, and significantly inert during them. No amount of streetscape redesign overcomes this. Beautiful pavement, generous canopy, and elegant benches in front of a fortified federal vault still produce a dead street at 8 PM on a Saturday.

The “Avenue as a Venue” framing is in part an unspoken concession to this problem: if the daily street cannot be lively, at least program big events to fill the space some of the time. But events are a workaround, not a solution. The plan should fix the underlying land-use problem, not design around it.

Ask: Concrete moves, all within the partnership’s collective authority:

- **Hoover Building redevelopment** mandated as mixed-use with substantial residential and required active ground-floor retail. The 2016 Square Guidelines mention “activating the ground floor” but do not require it. Pure office redevelopment on this site would repeat the dead-edge problem with a new building.

- **A Federal Triangle ground-floor activation program.** GSA has authority over these properties. Not all federal building space needs to be federal employee space. Portions of the ground floor along the Avenue frontage should be leased to retail, food service, or public-facing federal functions (visitor centers, museum annexes, federal services that benefit from foot traffic). Brussels, Berlin, and London routinely activate ground floors of government buildings; the Federal Triangle as currently configured is an outlier in capital-city practice.
- **Frances Perkins Building redevelopment** subject to the same mixed-use and active-frontage requirements.
- **Residential conversions on the north side** actively encouraged wherever zoning and ownership allow. Downtown DC residential is growing but thin, and the post-pandemic office conversion environment is favorable.
- **The proposed stewardship entity should include land-use authority**, not just streetscape maintenance. To deliver the European boulevard the partners describe, the implementation body needs influence over what happens inside the buildings facing the street—leasing standards for federal ground floors, conversion incentives, public-realm contribution requirements for new development.

Without movement on land use, the New Pennsylvania Avenue Plan will deliver a better-looking corridor that remains fundamentally inert. The partners have an unusual concentration of federal authority over the abutting properties—far more than any European city has over its central boulevards. That authority should be used.

9. The cycletrack configuration is a 2010-era compromise, and the proposed widths are too narrow.

Moving the bike lanes off the center median is correct. Putting the entire two-way facility on the south side, behind a continuous PUDO zone, recreates problems Dutch and Danish practice solved decades ago: every northbound cyclist conflicts with every right-turning vehicle at every cross street; the PUDO produces a continuous door-and-loading-conflict edge into the cycletrack; concentrating both directions on one side doubles intersection exposure. The contemporary standard is one-way protected lanes on each side with raised crossings and protected-intersection geometry.

Whichever configuration is selected, lane widths must be adequate. The Dutch CROW design manual, which is the global benchmark, sets the minimum width of a one-way protected cycle track at 2.3 m (7.5 ft, revised upward in 2023 from 2.0 m) and the standard width at 2.5 m (8.2 ft), rising to 3.0 m (9.8 ft) above 150 cyclists per hour [9]. The rationale is explicit: cycling is a social activity, and the design must allow two cyclists to ride side by side—crucially, a parent next to a child—while leaving room for a third cyclist to overtake. NACTO’s U.S. minimum of 5–7 ft starts where the Dutch standard tops out for ordinary one-way tracks. A ceremonial corridor between the Capitol and the White House should not be designed below international one-way standards. The Preferred Alternative should specify cycle-track widths of at least 2.5 m (8 ft) per direction, with corresponding widths for any retained two-way configuration.

10. The 10-foot continuous PUDO zones are under-designed. As drawn, they are uninterrupted strips spanning the corridor—no discrete bays, no curb extensions, no floating-island bus stop treatment. The design substitutes a continuous parking/loading lane for active curb management. Best-practice curb design (Toronto’s Curb Lane Management program; Transport for London’s kerbside hierarchy; Dutch floating-island bus-stop standards) uses discrete, signed, time-managed bays separated by curb extensions, with the bike facility curb-side and loading outboard so doors open onto a buffer rather than into cyclists.

11. The corridor lacks the woonerf and shared-space tools that define European street quality. The submission tabletops a few side streets and Indiana Avenue but applies none of these treatments to the Avenue itself. The Preferred Alternative should incorporate continuous sidewalks across all side-street intersections; raised, textured crossings at every intersection; curbless or near-curbless geometry in public-space zones; tight corner radii (3–5 m); and a target operating speed of 20 mph or below, designed in geometrically rather than

posted.

12. Transit is treated as an afterthought. The Avenue is served by five Metrobus routes on WMATA's High Frequency Network. The submission lists "public/private buses" as one mode among many but proposes no dedicated bus lane, no bus-priority signal treatment, and no transit median. A center-running or curbside dedicated bus lane should be evaluated.

13. The Poles Alternative deserves to be reconsidered. The Poles Alternative consumes substantial design attention and planting-soil volume to add 60-ft vertical elements whose function is described primarily as "symbolic." Trees do this work better, more cheaply, and with co-benefits in shade, stormwater, and biodiversity. Drop the Poles Alternative and reallocate resources to canopy and ground-plane quality.

Summary of asks

- Add a three-lane cross-section alternative (10-ft lanes, dedicated bus priority, one-way protected bike lanes on each side with protected-intersection geometry) to the NEPA EA.
- Add a roundabout-network alternative, single-lane configurations only, applied at minimum to Indiana Plaza, Market Square, and the Western End.
- Add a fully pedestrianized Freedom Plaza alternative.
- Terminate selected cross streets at the Avenue's public spaces to create squares with genuine quiet edges.
- Reframe Master Plan goals to prioritize daily life over event programming.
- Address the underlying land-use problem: mandate mixed-use redevelopment of the Hoover and Frances Perkins sites with active ground-floor retail; establish a Federal Triangle ground-floor activation program; encourage residential conversions on the north side; and scope the stewardship entity to include land-use authority, not just streetscape maintenance.
- Specify continuous sidewalks, raised crossings, tight corner radii, and a 20 mph design speed along the corridor.
- Carry forward the Staggered Canopy Grid tree option, in continuous planted strips with substantive understory and permeable surfaces, with a planted buffer between cycletrack and cartway.
- Drop the Poles Alternative.

The partners have an opportunity that comes once a generation. The current submission improves the Avenue but does not transform it into the equal of the London, Paris, and Berlin boulevards the project's own communications invoke. Transformation requires reallocating space away from cars more aggressively than any current alternative proposes, treating the ground plane as ecological infrastructure rather than decoration, and using the partnership's collective authority to address the land-use conditions that determine whether a streetscape is alive or merely well-dressed. I encourage the team to take that step.

Thank you for considering these comments.

References

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- [10] Mayor of London / Transport for London. (2026). *Oxford Street Transformation*; decision to pedestrianize Oxford Street between Orchard Street and Great Portland Street, approved February 26, 2026. <https://www.london.gov.uk/programmes-strategies/shaping-local-spaces/high-streets/oxford-street-transformation>. See also TfL public consultation, *Oxford Street – proposals for transport and highway changes*, <https://haveyoursay.tfl.gov.uk/oxford-street-transport-highways>.

**Public
Comments**

Feedback for Penn Ave Design Concepts

May 1, 2026 13:05 pm

Name: Cheryl

Location:

Date: April 30, 2026

This plan does not appear to adequately address the businesses and residents living in the affected areas. I visit people that live in this area very often and cannot tell from the plans whether some of the areas marked with zigzag lines are being proposed to be pedestrian only; future updates to the proposal should seek to clearly outline and clarify these plans to ensure residents and businesses have access to their buildings and nearby parking in the same way. I'm also concerned about the economic impact to businesses in the area during what will certainly be a prolonged period of construction. Future plan updates should address these concerns directly and outline the expected impacts.

Name: Drew Stachon

Location: Washington, DC

Date: April 30, 2026

Main Corridor: Canopy trees and no poles does by far the best job of framing the view to the capitol. The columnar trees don't form a continuous treeline, and the poles break it up. The designated pickup and drop-off lanes are great, but 7 lanes of traffic is still quite a divide. Fewer lanes would bring the whole space closer together, and more cohesive.

Western end: Preference for the central plaza, especially because of the remaining width of Pennsylvania Avenue. A road down the middle will split up the space into two smaller ones that are ultimate along a major throughfare. A larger continuous space can have more buffer between pedestrians and traffic.

Eastern end: Terraced spaces option - preserve as much of the existing tree cover, and add as much as possible!

In all locations, having as much shade and plant life as possible would be a huge improvement. Plant life complements the stately stone architecture very well, and we need all the heat mitigation we can get in the summer time. Lots of soil and permeable surface for native trees, plants, grasses, etc. Better for rainwater management too!

Name: Elizabeth Merritt

Location: Washington, DC

Date: April 30, 2026

Re: Pennsylvania Avenue Planning Initiative

These comments are submitted on behalf of the National Trust for Historic Preservation in the United States, 54 U.S.C. § 312102(a), in response to the request for initial scoping comments under the National Environmental Policy Act. We also look forward to continuing our participation as a consulting party under Section 106 of the National Historic Preservation Act (NHPA), pursuant to 36 C.F.R. §§ 800.2(c)(5) and 800.3(f)(3), following the initial consultation meeting on January 28, 2026.

The “Planning Area” for the Pennsylvania Avenue Initiative is much too narrowly defined. The Planning Area is so narrowly defined that it does not even include areas that could be directly impacted by the plan, such as the extension of John Marshall Park north of C Street NW, and the Capitol Reflecting Pool. The Planning Area should at least include the full Area of Potential Effects (APE), as defined by Section 106 of the NHPA, and the APE itself should be expanded. For example, the proposed APE includes only portions of the historic districts potentially affected by the plan. In our view, the full historic districts should be included within the APE, even if they would only be partially impacted.

John Marshall Park needs an updated evaluation of its eligibility for the National Register. It was mentioned during the public presentations that John Marshall Park is considered not eligible for the National Register of Historic Places, and the DC State Historic Preservation Office has confirmed that it was previously deemed non-contributing to the Pennsylvania Avenue Historic Site. However, the comments submitted by The Cultural Landscape Foundation make a strong case for the significance of John Marshall Park, especially because of the role of landscape architect Carol R. Johnson. Accordingly, we support the Foundation’s recommendation for a new Determination of Eligibility for the Park. That determination needs to be completed before a selection is made among the three alternative concepts proposed for John Marshall Park, so that the analysis and the choice can be informed by a true understanding of the Park’s significance.

Freedom Plaza Alternatives need careful consultation and evaluation. One of the more dramatic decisions that needs to be made as part of the planning process is the choice at the western end of Pennsylvania Avenue whether to re-install a diagonal roadway through what is now Freedom Plaza or to continue the current traffic pattern circumventing the Plaza with one-way streets. The selection among the four alternatives presented should be based on thorough consultation under Section 106, and ideally, a broad consensus would be reached among the consulting parties. Each of the four alternatives has advantages and disadvantages, as described in the materials. None of these alternatives should be eliminated at this point in the process.

Thank you for the opportunity to provide these initial comments, and we look forward to continuing our participation in the Section 106 consultation process for this planning initiative.

Sincerely,

Elizabeth S. Merritt
Deputy General Counsel

[Attachment](#)

Name: Cassandra Stachon
Location: Washington, DC
Date: April 30, 2026

Main corridor:

- Canopy trees, no poles, and reduce at least one more lane for cars! If you do have flag poles, they should be shorter than the mature trees, as to not break the tree line (a coherent tree line will look better), however I agree there are ways to incorporate flags or other items without permanent structures when appropriate.

Western End Design:

- Prefer the central plaza alternative for more car free, relaxing space, especially if its still walkable for parades, marches, etc., in a clean route.

Eastern End:

- Terraced spaces option. Preserve the trees, the city needs all the green and shade it can get.

Name: Brooke Bernold
Location: Washington, D.C.
Date: April 30, 2026

Please keep and do not remove or change the protected bike lane on Penn Ave.

Name: Haleigh
Location: Washington, DC
Date: April 30, 2026

Please keep the Pennsylvania Avenue bike lines in tact! These are a crucial biking thoroughfare in an area with a lot of traffic - additionally, they are used by tourists because of their proximity to the national mall. These bike lanes are essential to keep!

Name: Philip Broadbent
Location: Silver Spring, Maryland
Date: April 30, 2026

First, let me note that the link for providing comments to the Pennsylvania Avenue plan seems

to be mislabeled. What appears to be the only access point to provide comments is labeled as "Environmental Assessment." That is confusing. Assuming that this is the place to provide comments on the general plan, I offer the following thoughts.

The overall plan, as depicted in the various illustrations, is quite positive. I would urge the planners to pursue a Champs-Élysée style environment to the extent possible (even with PA Ave being narrower than the C-E, if I recall correctly). Basically, I would move towards a tree-lined avenue with plenty of room for pedestrians and less emphasis on vehicular traffic.

Based on my years of working on Capitol Hill, I don't recall that PA Avenue is a particularly heavy route for motor vehicles. Constitution Avenue is much more of a cross-town thoroughfare. PA Ave could certainly stand to lose a lane in each direction. That would enable wider pedestrian corridors, which is particularly needed on the north side due to some of the historic buildings that are not set back as far from the roadway as the more modern structures.

The Avenue really needs to be able to attract more pedestrian street life, especially outside of working hours. The two keys to accomplishing that would be 1) more retail of various types, and 2) significantly more residential capacity near the Avenue, if not right on it. Think of the Champs-Élysée, where large office and residential buildings are almost universally anchored by retail shops at street level. For example, I think that the Hoover FBI Building (lightly Brutalist in style from the PA Avenue side), could be easily remodeled (to include the removal of the hulking mass on the back of it) into highly desirable Class A office or residential use. The PA Avenue facade is ready made for ground-level retail spaces.

I like the idea of installing more trees along the Avenue, but don't remove those that are already there - it has taken forty years for them to grow to a meaningful size.

I don't like the idea of bisecting Freedom Plaza. Yes, it could use some refreshing, including more trees and shrubbery. Lowering it down to street level might be helpful. And again, providing incentives for existing buildings to include more retail would help to make the plaza more lively. But I don't think you would gain anything by running the Avenue through the plaza to 15th Street.

Also consider "cleaning up" the roadway itself, which is cluttered with an over-abundance of street signs, lane markings, arrows, etc. Move the bike lane to one side. Make the Avenue look more like a place for a leisurely walk than a commuter route.

Finally is a plea to preserve the character and ambiance of the Navy Memorial on 8th Street, which has become a beloved place for Navy families and a very popular venue for the weekly summertime concerts by the Navy Band and Chorus.

Name: Justin Drennen

Location: DC

Date: April 30, 2026

In whatever plan you adopt, please make sure to save the bike lanes on Pennsylvania Avenue and to expand the existing network. These lanes are used by me everyday for safely commuting to work on my bike.

Name: Eric payerle

Location: Washington DC

Date: April 30, 2026

Maintain a protected bike lane on Pennsylvania Avenue. It is essential for helping residents who use it to commute every day move around the city safely and efficiently

Name: Nina S Smith

Location: Washington

Date: April 30, 2026

Freedom Plaza has served as a wonderful gathering point for DC residents and visitors alike for decades, as one who has actually lived in this city can attest to. Smearing it with a vision of Disneyland like "european grandeur" that some currently think passes as "spectacular" is an affront. There have been many mistakes made in city planning in Washington, DC. Freedom Plaza is not one of them. Please preserve the tasteful open space, with the minimal but elegant design that shows the map of downtown Washington on the ground plane.

Name: Michael Siemer

Location: Washington, DC

Date: April 30, 2026

see in file attached.

[Attachment](#)

Name: Ethan Wise

Location: Washington DC

Date: April 30, 2026

Please keep the protected bike lanes. They are important to my safety when I bike around the city

Name: Riley herriman

Location: Washington

Date: April 30, 2026

The bike lane on Pennsylvania is CRITICAL to my safety while commuting in the city.

Name: Erica Bickford

Location: Washington

Date: April 30, 2026

Hello,

In the proposed changes to Pennsylvania Ave., I welcome the addition of new tree plantings, repairs to sidewalks, and addressing drainage issues.

I urge caution on the proposed change to the center bicycle cycle-track. As a daily user of this bike lane, the current design allows bicycles and motor vehicle traffic to flow efficiently. Motor vehicles can make right turns from Pennsylvania Ave. to side streets without conflicting with a bike lane. Moving the cycle-track to one side of Pennsylvania Ave. could introduce increased risks for turning motor vehicles to conflict or collide with bicycle traffic. Adding appropriate signalization could mitigate some of that risk, however, in my experience biking as a primary mode of transport in DC for more than a decade, a large number of people driving motor vehicles in DC 1. Are not educated on DC transportation regulations, particularly rights of way, 2. Do not look out for, or consistently yield to pedestrians at crosswalks or to bicycles in bike lanes, 3. Will turn against a red arrow (apparently believing "right turn on red" applies?) and 3. Face few enforcement actions or other meaningful consequences for dangerous driving behavior.

It is also not clear in the renderings how the proposed changes to the Pennsylvania Ave. cycle-track will safely and efficiently interact with bicycle traffic traveling on Louisiana Ave., connecting to Pennsylvania Ave. via Constitution. Moving the cycle track to the south side of Pennsylvania Ave. will require cyclists traveling southwest on Louisiana Ave. and west on Constitution Ave. to cross all lanes of motor vehicle traffic to get into the bike lane. Adding a cycle-track to Louisiana Ave. could be one option to ensure safety and efficient travel for cyclists to a new Pennsylvania cycle-track alignment. Before settling on any changes to the Pennsylvania cycle-track, please consider the key intersections of the cycle-track with major cycling routes on the 15th St. end and the Constitution end, heading to or from Union Station.

Pennsylvania Ave. is an important bicycling thoroughfare to connect residents between northeast DC and Capitol Hill with downtown DC, the National Mall, Monuments, Museums, restaurants, workplaces, and more. Please ensure safety and efficient movement of cyclists are prioritized in any design change considerations. An estimated 13,000 - 18,000 DC residents commute by bike daily. As NCPD considers design changes to Pennsylvania Ave. to accommodate events that may occur once a year, or once every 4 years, priority use-case consideration should be given to the people that use the sidewalks and travel lanes on

Pennsylvania Ave. daily. Thank you for your consideration.

Name: Stephen Miller

Location: Washington

Date: April 30, 2026

Of the various alternatives, I prefer:

1) 3rd to 13th Corridor Alternative Summary - Staggered Canopy

Finding shade in DC, especially in close proximity to the Mall, can be difficult, and the more robust canopy provided by the option is better at doing that. I also worry that the Fastigiate Allée tree design may distract from the buildings versus enhancing.

2) Eastern End Alternative — Hillside Pavilion Option

Again, finding shade sometimes can be really difficult in the city around this area, and having these more intimate, shaded spaces seems really nice to balance out the grandeur of the area.

3) Market Square Crossroads Alternative — Neighborhood Garden Rooms Option

I think this plan both breaks up the spaces, however fits better with the larger Pennsylvania Avenue design, while the other option breaks it up with the use of the "Gateway to Downtown" paving.

4) No preference for Western End - want to ensure that road space is minimized and there is a continued emphasis on improving walk and bicycling connections through the area. Do not like the Diagonal, Triangle Plazas option given the lack of shade and design elements that would move people quicker through the area.

Any design will need to focus on how pedestrians and cyclists are best accommodated at intersections safely & effectively. The Avenue should continue to be treated not as a high-speed, high capacity roadway, but rather where people are going through leisurely.

Thank you for your time and good work in putting this together.

Sincerely,

Stephen

Name: Gina Fendley

Location: Washington, DC

Date: April 30, 2026

Please keep the protected bike lines on Pennsylvania Ave. I ride them to and from work every single day and they make me feel safe.

Name: Anthony Vicari
Location: Washington, DC
Date: April 30, 2026

I love this idea! It only makes sense! I work next door to the White House. I've routinely watched how they strategically wedge multiple motorcades alongside each other along Pennsylvania Ave between 14th & 15th Streets as a staging area. There's absolutely no room for the seat of power of this country to host world leaders. Freedom plaza is a totally under utilized waste of space. It's mostly used by skateboarders as a skate park at most times of the day. The proposed idea to create an avenue from the Congress to the White House is necessary, practical and a visual masterstroke.

Name: Emily
Location: Washington, DC
Date: April 30, 2026

Please put bus lanes. The D10 is suffering.

Name: Emily
Location: Washington, DC
Date: April 30, 2026

Please do not consider any option that does not include a bidirectional protected bike lane. Additionally, please do not consider any options that take away any of the existed bike infrastructure or its connectivity outside of the project area. This is a vital corridor for commuters and has remained safe. There is no other comparable alternative in that area of the city.

Bike lanes that can remain open while 3rd-6th streets are closed for events would be awesome.

Name: Brent Efunne
Location: Takoma Park, Maryland
Date: April 30, 2026

As a member and representative of the Washington Area Roadskaters and the broader D.C. inline skating community, I am writing to strongly support the retention and enhancement of the two-way cycletrack on Pennsylvania Avenue. Specifically, I endorse the Continuous Fastigate Allée Tree Alignment Option. This configuration provides a vital physical and visual buffer that increases safety for multi-modal users while significantly elevating the corridor's aesthetic. As the Avenue evolves into a world-class event space, maintaining high-quality, protected transit infrastructure is essential for both daily commuters and recreational users.

Name: Patrick McMahon
Location: washington dc
Date: April 30, 2026

Always thought there needed to be trees in the middle, would feel more like a promenade to and offer shade to pedestrians and people using the bike lane. Plan to keep the bike lane in the future design. Rather them there than on some street like Constitution that doesn't have the room, or on the sidewalks which are at capacity with people who have never walked on an urban sidewalk before.

Name: Brianna Besch
Location: Silver Spring, MD
Date: April 30, 2026

I work along Pennsylvania Ave and often commute by bike. The ave's bike lane is a major and incredibly important conduit through the city. The plan should prioritize continued safe, separated and easily accessible two-way bike lanes along the Ave. Better connecting the ave's bike lanes to the 15th street bike lane and roads along 3rd should also be prioritized as currently, especially at 3rd, it's difficult to access the bike lane when riding on nearby streets.

Name: Judi Garland
Location: Fairfax Station
Date: April 30, 2026

Saul Subsidiary II Limited Partnership's, owner of 601 Pennsylvania Avenue, comments to the Conceptual Design for Pennsylvania Avenue published and reviewed by the NCPC at the April 2, 2026 public meeting

[Attachment](#)

Name: Judi Garland
Location: Fairfax Station
Date: April 30, 2026

Saul Subsidiary II Limited Partnership's, owner of 601 Pennsylvania Avenue, comments to the Environmental Assessment for Pennsylvania Avenue published and reviewed by the NCPC at the April 2, 2026 public meeting

[Attachment](#)

Name: Sarah

Location: Washington DC

Date: April 30, 2026

I am a daily commuter along Pennsylvania Avenue using the bike lanes every day. This is the safest corridor available to me. When I take E street instead connecting from Union Station I have almost gotten hit by cars despite the bike lane because they're not protected. It's essential to preserve this extremely well used bike lane for commuters as well as the DC bike tours that cycle down that corridor. Changes to this street are completely unnecessary and it's serving the widest possible group of people possible now unlike the proposed plans which are geared towards drivers and aesthetics over functionality. These proposed plans if enacted will be seen as one of the Many failures and delusions of the Trump regime to be corrected once this country has moved on.

Name: Tori

Location: Washington, DC

Date: April 30, 2026

Keep the bike lanes!!!

Name: Anne Glaccum

Location: Coatesville, PA

Date: April 30, 2026

Please stop spending my grandchildren's money. It's embarrassing and not necessary.

Name: Thomas Aly

Location: Vienna, VA

Date: April 30, 2026

A redesigned Pennsylvania Avenue should be car free.

Earlier in this project's development, one of the design alternatives removed cars completely. Dedicated bus and bike lanes were flanked by expansive pedestrian plazas. This is depicted in the middle design alternative in the attached image file.

This design is safer, quieter, and more people oriented than the NCPC's current proposal. Penn Ave should be a beautiful public space which caters towards those enjoying America's Main Street, rather than those few cars using it for commuting.

[Attachment](#)

Name: Paul Maliszewski
Location: Washington
Date: April 30, 2026

Please keep the bike lanes and lane dividers. Many people rely on them in DC to commute and travel safely in an area protected from cars and trucks. Thank you.

Name: Michael Ball
Location: Washington, DC
Date: April 30, 2026

I use the Pennsylvania Avenue protected bike lanes for my work commute from Dupont to Capitol Hill, school commute from Dupont to Georgetown Law campus near NoMA, for leisure with friends and family, exercise, and running errands.

Please ensure there are two-way, protected bike lanes in any redesign. There must be clear signage and physical concrete barriers. There must be safe protected turns. Do not remove this safe, fun, efficient, and historic part of the avenue.

Michael Ball

Name: Kelsey Bridges
Location: Washington
Date: April 30, 2026

See attached pdf

[Attachment](#)

Name: Katie McCaskey
Location: Washington DC
Date: April 30, 2026

In favor of all pedestrian and cycling safety improvements and public transit access. Also in favor of the increased number of trees and pollinator plants throughout. I am not in favor of interrupting the western end of Freedom Plaza, an established skateboarding destination. I am not a skateboarder but this is an active destination that encourages health and community building.

Name: Luciano
Location: Dc

Date: April 30, 2026

Keep the protected bike lanes

Name: Daniel Caringal

Location: Reno

Date: April 30, 2026

I personally very much like the Columnar tree plan. I think it provides the best transition from foliage to street and reduces the amount of plant debris on the road and bicycle paths. Also, I think that the columnar tree plan also allows for more visibility of the flags, which is a must for our pathway

Name: Desirae Williams

Location: Annapolis, MD

Date: April 30, 2026

Hi there,

I am writing to voice my support for the Contiguous Freedom Plaza Alternative, Expanded Plaza Option that is described in the New Plan for Pennsylvania Avenue. I believe that the potential drawbacks to traffic flow will be far outweighed by the benefits of keeping the plaza in tact and expanding the amenities and accessibility. I also want to say that I am a frequent user of the bike lanes in Pennsylvania Avenue and believe they are critical to maintain, even if they are moved to the south side of Pennsylvania Avenue. I appreciate the work of the Commission and thank you for the opportunity to comment and follow a proper public outreach process for these important projects.

Thanks so much,
Desirae

Name: Madeline O'Brien

Location: Washington Dc

Date: April 30, 2026

Please do not make any changes that compromise the bike lane on Pennsylvania Avenue. This is a key way that people in my community, including myself, get to work. I think it is extremely inappropriate to remove infrastructure that people who live in Washington use every day because of a couple of street festivals a year, and I hope that whatever actions are taken keeps the bike infrastructure. I also hope that the pedestrian section by the White House is reopened.

I also want to add a comment on the commission's work overall. I know that most Americans would be livid if the federal government went into their town and started tearing things up. I have been so disheartened to see the commission ripping up DC infrastructure, including Lafayette Park and Logan circle, and attempts to remove the 15th street bikelane without opportunity for public comment or ways to minimize the disruption to local citizens. When determining infrastructure needs in Washington, prioritize the needs of the tax paying citizens of the District of Columbia.

Name: Alex

Location: Washington, DC

Date: April 30, 2026

I am a DC resident and frequent use this corridor. I'm happy to see that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The buffered lanes should have strong protection (the larger the concrete barriers, the better, as many current plastic zebra barriers are frequently run over and ruined). The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs. For when the bike lane passes where cars might turn left or right, there needs to be turn hardening and no right on red, so bikes and drivers can each have their own time to go through the intersection.

Name: Bruce Allen

Location: Washington DC

Date: April 30, 2026

Maintaining a walkable, bike-able, and green Pennsylvania Ave will make this important street the most inviting for those visiting and living in DC.

Name: Benjamin Ryan Cottingham

Location: Alexandria, VA

Date: April 30, 2026

Pennsylvania Avenue maintains a critical and well designed bike lane. Please keep this bike lane.

Name: Raymond Zhang

Location: Washington, DC

Date: April 30, 2026

Hi,

As somebody who does not own a car and uses a bike to get around, the existing bike lane should be kept or improved on. There are so many people who use this bike lane everyday and rely on it to get to work or around the city safely.

Name: Sandy Adams
Location: Washington DC
Date: April 30, 2026

Slicing up Penn Av for an event that happens every four years makes absolutely no sense. The person elected to the office is a guest who may or may not be around for a second term. The residents deserve better. Freedom Plaza is a strong gathering spot for many events. Taking that away for a temporary event would not benefit the public as a whole but only a single person.

Name: Fern GL
Location: Alexandria, VA
Date: April 30, 2026

Keep the protected bike lanes, and consult WABA for ways to improve them!

Name: Nord Wennnerstrom
Location: Washington, D.C.
Date: April 30, 2026

Charles A. Birnbaum, Founding President & CEO of The Cultural Landscape Foundation, has asked me to submit the attached comments concerning the Section 106 review of the proposed redesign of Pennsylvania Avenue in Washington, D.C.

Sincerely,

Nord Wennerstrom
Director of Communications
The Cultural Landscape Foundation
1711 Connecticut Avenue NW, Suite 200
Washington, DC 20009
(t) 202.483.0553 (m) 202.255.7076 (f) 202.483.0761
www.tclf.org

[Attachment](#)

Name: William F Yurasko
Location: Alexandria, Va.
Date: April 30, 2026

Any approved plan for Pennsylvania Ave reconstruction should retain protected bike lanes during and after construction. It is an improvement transportation corridor.

Name: Geoff
Location: Washington DC
Date: April 30, 2026

Please keep the protected bike lanes and signals on Pennsylvania Avenue. They keep me and many others safe from vehicular traffic, as I bike through the city as my main mode of transportation.

Name: David Herman
Location: Bethesda, MD
Date: April 30, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: MR
Location: Washington, DC
Date: April 30, 2026

Please do not alter freedom plaza more than you already have. Skateboarders have been the most reliable stewards of this public space for decades and their community houses at the plaza is an integral part of DC culture. All of the vibrancy and activation of the corridor is already achieved thanks to the open plaza safe from motor vehicle traffic. Further, the open plaza facilitates hundreds of civic events annually, from protests to celebrations, reflecting the namesake FREEDOM PLAZA. Chopping it up into generic park space like Franklin Park, which has far fewer visitors, would be a tragic mistake.

Name: Robert Paulus
Location: Chester, VA
Date: April 30, 2026

I strongly support the new plan for Pennsylvania Avenue. I think it is important that Pennsylvania Avenue be maintained as a continuous street for all vehicles, even if a bit narrower and with the three Urban Rooms. I recommend adoption of the Corridor Base Alternative with the Staggered Canopy Grid Tree Alignment Option (greater shade is desirable for Washington summers). The Poles Alternative impresses me as too busy. My greatest concern is for the Western End. I recommend adoption of the Diagonal Cartway Alternative as the best solution for eliminating Freedom Plaza and maintaining the continuity of Pennsylvania Avenue while providing space for special events. Either option here seems good to me, though the Triangle Plazas Option might provide more space for events. Thank you for the opportunity to comment on these proposals.

Name: Stephen Cieply

Location: Washington

Date: April 30, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: Kristen Walker

Location: Washington, DC

Date: April 30, 2026

As a longtime DC resident, I urge the commission to prioritize options that slow traffic, prioritize pedestrian/bike safety and public transit connections, and include shade and areas to incorporate a variety of plantings (not just open grassy spaces). I urge the commission to use native plants for all tree and greenery options.

I support:

- Staggered canopy grid tree alignment option, as the canopy trees are more in line with the existing visual character of DC.
- I do NOT support the "poles" alternative
- Eastern end: Terraced Spaces Option
- Market square crossroads: Neighborhood garden rooms option
- Western end: diagonal cartway alternative, planted respite option

For the Western end, the design concepts did not mention impacts on traffic speed/volume. I support the "diagonal cartway alternative, planted respite option" UNLESS that option would result in increased traffic.

Name: Emma Weil
Location: Washington, DC
Date: April 30, 2026

To whom it may concern,

I am writing to provide input on the plans for Pennsylvania Avenue NW. As someone who frequently uses that road for travel across the city, I am deeply invested in the maintenance and improvement of existing bicycle lane infrastructure. As a driver, I appreciate the physical infrastructure that prevents me from interacting with cyclists near my car. Wide, separated bike lanes allow me to drive the speed limit without impingement from cyclists, which reduces traffic and improves safety. In fact, I learned that during the cherry blossom festival a few weeks ago, a driver hit and injured a cyclist just off of Pennsylvania Avenue, due to the lack of bike lane infrastructure. I respect cyclists' desire for freedom of movement and believe road infrastructure should support cyclist's freedoms.

Thank you.

Name: Tim Hampton
Location: Washington, DC
Date: April 30, 2026

Freedom Plaza is an important gathering place in DC. It should NOT be cut in half by a road.

I hope in this and other ways you will create a plan that prioritizes pedestrian experiences, not cars. This is critical for safety, economic development, and people's well-being.

Name: Adelaide
Location: Washington, DC
Date: April 30, 2026

Please keep the protected bike lanes here. It makes navigating the city on foot, via bike, and in an uber way more accessible to me

Name: Gabriel
Location: Washington DC
Date: April 30, 2026

Pennsylvania Ave should at least in part honor the rich LGBTQ history of the area—William Dorsey Swann, Bayard Rustin’s coordination of the Civil Rights movement, the first Black Pride, the AIDS quilt, and Whitman-Walker are just a few of the many significant leaders and events that have occurred here. DC Pride regularly takes place on Pennsylvania as well, and we

have the largest percentage of LGBTQ residents of any city in the nation. With a direct eye line to the Capitol and the White House, this would send a clear message to domestic and foreign politicians that this city and this nation respect and honor LGBTQ people and their history.

Name: Lynn Bottge
Location: Minneapolis,
Date: April 30, 2026

NO! No to the big beautiful ballroom that was to be financed by private donors and now will be financed by American taxpayers. I highly doubt that 99% of American citizens will be invited to any occasion there... unless it's to serve and/or wash dishes.
No to the Kennedy Center. JFK would roll in his grave if Trump makes it a gilded mess.
I cannot wait until Trump is out and all the gaudy, tawdry 'gold' knickknacks are gone and our Oval Office is once again a stately room.

Name: Heather Sullivan
Location: Washington, DC
Date: April 30, 2026

As a DC resident, I support the plan that maximizes the tree canopy coverage/shading. The benefits that maximizing the cooling effects that these trees will provide to all users - both residents and visitors - is a smart move.

Name: Reggie Ogoe
Location: Washington DC
Date: April 30, 2026

Please protect our bike lanes!

Name: Matthew Dickens
Location: Washington, DC
Date: April 30, 2026

In terms of the Western End Alternatives, the Contiguous Freedom Plaza alternative is superior. Anything else will ruin this gathering place and create traffic issues.

Name: Mark Fu
Location: Washington, DC
Date: April 30, 2026

Please keep the protected bike line. I am a frequent bike commuter in the city.

Name: Alba Asenjo
Location: Washington DC
Date: April 30, 2026

Please keep the bike lane on Pennsylvania Avenue!

Name: David
Location: Washington DC
Date: April 30, 2026

These concepts are good, particularly the tree framing and multimodal cycletrack. Please consider converting more of the general purpose lanes into bus only treatments. This road does not really need more than 1 or 2 car lanes in each direction.

Name: Jessica Vajdos
Location: Washington DC
Date: April 30, 2026

Please keep the bike lane! And keep it separate from the driving lane! This is incredibly important for the safety of our bikers, and it encourages more economical and environmental methods of transportation. If the lane is unsafe for bikers, it isolates a lot of people who otherwise would not be able to travel

Name: Nick Roland
Location: Washington DC
Date: April 30, 2026

Do not bifurcate Freedom Plaza

Name: Kira F
Location: Washington dc
Date: April 30, 2026

Please keep protected bike lanes. I feel safest commuting around the city with said bike lanes.

Name: Isabella Carmenate
Location: Washington DC
Date: April 30, 2026

Want to make sure there are adequate protected bike lanes or at least keeping the existing

bike lanes. It is beneficial for locals and those visiting the city to enjoy on foot, bike or scooter

Name: Victoria Blackham
Location: Washington, DC
Date: April 30, 2026

I can guarantee no one is thinking about their view of the Capitol when deciding to walk along Pennsylvania avenue. The aspects of the plan that prioritize wider sidewalks, removing a car lane, and planting trees will be far more important for encouraging walkability along the corridor. Freedom Plaza is a huge draw for skateboarders and skaters, any plan should maintain that area as a public asset. It's one of the few areas in that corridor that would actually draw a DMV resident to stay after work and use the space. The language framing of maintaining the beauty of the Avenue is not as important as functionality.

Name: Kenan Sprague
Location: Silver Spring
Date: April 30, 2026

Please retain the protected bike lanes, inclusive of physical barriers dividing these lanes from car traffic lanes, as they are important safety features that reduce serious and fatal accidents while also helping reduce traffic congestion.

Name: Emily Isaacson
Location: Washington, DC
Date: April 30, 2026

I hope to see pedestrian and cyclist centered infrastructure on the newly designed Pennsylvania Avenue! The mall area is a hotspot for tourists and locals alike, all of whom benefit from transit opportunities other than cars.

Name: Alana Brodie
Location: Washington DC
Date: April 30, 2026

These plans are an egregious misuse of public space that promote unsafe behaviors between pedestrians cars and cyclist. Protected bike lanes must exist to prevent death and serve as traffic calming measures. It is a great disservice to American people to disrupt the public spaces for events that happen barely every 4 years. Creating more pedestrian and cyclist spaces on Penn Ave is the only way forward to bring more Americans closer to their capital city safely.

Name: Gregory Engel
Location: Washington, D.C.
Date: April 30, 2026

Freedom Plaza is major community gathering spot and a beautiful location. It is used by all sorts of communities for public activities, dances, and festivals. Please preserve the flat, open space in Freedom Plaza for public use!

Name: Chelsea Markle
Location: Washington DC
Date: April 30, 2026

Any redesigns of the suggested area absolutely need to take into account commuter traffic and the extremely heavy use by buses and trucks of the same roadway which often creates huge traffic jams. Any "beautification" of an already beautiful area must respect the actual residents of the city and their daily needs, not cater to some unthoughtful moves by the current and temporary administration to permanently alter a heavily used public space.

Name: D Leffler
Location: Alexandria, VA
Date: April 30, 2026

No changes needed to Pennsylvania Ave at this time.
Fundamentally changing this road will open the doors to changing and removing existing historic buildings and we do not need or want this expense, inconvenience, or change to the visual history.

Name: Noah
Location: Washington, DC
Date: April 30, 2026

My friends and I use the protected bike lane in the middle of Pennsylvania Avenue often, and I want it to stay!!! It is wonderful and keeps us safe. Biking/cycling is a beautiful way to travel in the nation's capital, and reduces cars on the road.

Name: Jason Sliwa
Location: Washington, DC
Date: April 30, 2026

I prefer the Expanded Freedom Plaza alternative for Western End.
I prefer the Grid Trees option for 3rd to 13th corridor. I like the the view for pedestrians and

cyclists with the linear tree option, but I feel it's much more important to provide shade for these user groups given summer peak use and extreme heat on paved surfaces during that season.

I love the separated cycle tracks throughout.

I appreciate the need for open spaces for events and first amendment activities, but when those aren't happening I foresee no one using unshaded spaces: in winter they're unlovely imperfect grassy or paved areas, and in summer they're uncomfortably hot. What can be done to cool them during nonevent times while preserving viewsheds and being converted to large gatherings when necessary?

Name: Christina Clapp

Location: COLLEGE PARK

Date: April 30, 2026

Expressing my opinions on the best alternatives from a viewpoint of accessibility and civilian safety.

Eastern end - Raked lawn option

Market square - garden room option

Western end - Contiguous Freedom Plaza Alternative, Framed Plaza Option

Another note, a personal opinion, but having flags repeated along the street, while patriotic, is jarring and detracts from the view of the Capitol.

Name: Jack Becker

Location: Washington, DC

Date: April 30, 2026

I'm a resident of Capitol Hill and, on a daily basis, use Pennsylvania Avenue as a pedestrian, cyclist and automobile driver. Between the fastigate allee and the shade tree options, I vastly prefer the shade trees. Especially in the summer season, which seems to be increasing in duration, mature shade trees will provide much needed reprieve from the DC sun and heat. Moreover, just like the allee of elms on the National Mall contributes both a symbolic gravitas as well as provides comfortable space, shade trees on a reimaged Pennsylvania Avenue can communicate a message of grandeur and comfort.

Name: Sarah Bramley

Location: Washington, DC

Date: April 30, 2026

It's hard to believe that we're contemplating bulldozing through Freedom Plaza to avoid a turn in parade route for a parade that happens once in four years. Freedom Plaza is an important First Amendment space. It's also a place for gathering and community for the 700,000 people

who live in DC and the millions of annual visitors. Disrupting that for a parade emphasizes the wrong priority.

I am also in favor of maintaining the Pennsylvania Avenue bike lane as a protected bike lane in the center of the road. As a city, we should be prioritizing pedestrians and cyclists. There is something incredible--for residents and visitors alike--to ride a bike down the center of Pennsylvania Avenue, with the grandness of the Capitol ahead. Cyclists would lose that view in the suggested plans, in favor of vehicular traffic--which currently share the majesty of the view.

I appreciate that plan adds additional trees. Trees should be chosen with an emphasis on shade. Tall, narrow trees do nothing to combat the heat, which will make it less favorable to pedestrians and cyclists and, again, more favorable to vehicular traffic.

Name: Kg
Location: Washington, DC
Date: April 30, 2026

Please do not do this project. Pennsylvania is already tree-lined. Freedom Plaza is a historical gathering place for protests from all sides. This initiative seems like a huge waste of money that will only cause excessive construction and traffic in the downtown area after a summer in which that area will be excessively busy and crowded.

Name: Julia Marcus
Location: Washington, DC
Date: April 30, 2026

I fear 1) you won't read and analyze all comments as required by law, 2) you won't listen to the voices of the people, particularly the DC residents, who oppose these egregious plans. I am a proud 12 year DC resident. We are the people who stay when the elected officials come and go, the people who will be stuck with this eyesore long after anyone proposing it is still here, and the people whose walking/biking routines will be destroyed by this construction. Please do not do this. We the people of Washington DC - the real residents - love Freedom Plaza and do not want some weird inaugural parades. Stop destroying our city and have some decency.

Name: Jonathan Kwan
Location: Rockville
Date: April 30, 2026

This is a waste of taxpayer money.

Name: Common Sense

Location: Washington, D.C.

Date: April 30, 2026

Trump continues to use taxpayer dollars to transform D.C. and the Whitehouse into his personal compound. Trump promised the country that, if elected, he would slash government spending and reduce the deficit. Instead, he's put 300,000 people out of work and used taxpayer dollars to transform the White House and surrounding areas into her personal palace. Pennsylvania Avenue works great for residents and tourists alike as it is. Changing the segment would work great for Trump to throw himself parades. If the goal of this plan is truly to make Pennsylvania Avenue the best it can be for everyone, then do not continue with a plan to use our hard earned money to benefit the ego of a millionaire foaming at the mouth at the idea of living like the Kremlin. Trump has spent enough our tax payers dollars on wars he started and could not finish and marble bathrooms. The people of America want to see the government spending reduced! When used, it should be used efficiently and for the greater good of our society.

Name: Matthew Fowle

Location: Washington DC

Date: April 29, 2026

Moving the bike lane out of the center is a major loss for everyone. It keeps traffic calmer, and is one of the most amazing tourist experiences there is in DC; it feels like freedom, biking down this amazing corridor, the Capitol straight ahead. This plan seems like a major regression, losing incredible open space to yet more cars. This is a shortsighted plan, spending a ton of money, to make things worse. This foolery is an embarrassment to the city, and should be stopped.

Name: Garrett

Location: Alexandria, VA

Date: April 29, 2026

I have reviewed the Pennsylvania Avenue proposals and want to offer my feedback. I believe that the Continuous Fastigate Allée Tree Alignment Option, with flag poles, is the best proposal for 3rd-13th. I like the added safety for bikers while maintaining pedestrian views of the Capitol, and creating new beautiful autumn views. I like the option of having flags, however, I don't believe the poles should be overly frequent, as doing so would risk making it look tacky and overdone. My only suggestion is to invest in lighting that further reduces light pollution in the Capitol. Specifically to this plan, lowering light pollution would enable better picture opportunities of iconic DC landmarks, like the Capitol, which otherwise would be whited out by the pollution. I also prefer the hillside pavilion option for the eastern end alternative and believe that the park would be large enough for sizable events and daily visits by tourists and residents. I also like the option of a large public restroom, the one in Franklin

Park is very convenient. . For the Market Square alternative, I think the cross roads option is the best and the cons associated with it really are not that big of a deal. For the West End initiative, the Contiguous Freedom Plaza Alternative, Framed Plaza Option is the best one. Having fewer vehicle conflicts should be prioritized, as should not splitting up the plaza. Splitting it up could make some parts of it feel isolated and out of place and make it harder for community gathering. The only downfall to this option is that I think a water feature should be present, and it seems to displace the water fountain the NPS has just spent millions to repair.

Name: J wards
Location: Washington DC
Date: April 29, 2026

It's already a beautiful road lined with beautiful trees. Stop wasting taxpayer money on projects like this. All of the options should under consideration should maintain the protected bike lanes in the middle of the road. Please provide some alternative that will actually work for people who live and work in DC.

Name: Danilo Feliciano
Location: New Orleans, LA
Date: April 29, 2026

To split Freedom Plaza in half would seem to be a waste of resources. Traffic has flowed through that region for quite some time and would change Pennsylvania Avenue quite drastically.

Name: Laurie
Location: Luling mg, La
Date: April 29, 2026

NO NO NO NO NO NO NO NO NO!!!!!!
Leave DC alone!!!!
Not asked for by citizens. Not a good use of our money!!!
Citizens have had NO say ti to all of the \$ that's being spent when our real needs are being ignored!

Name: Kellie Haddon
Location: Washington, DC
Date: April 29, 2026

I think you should keep it as it currently is. The changes are not substantial or impactful enough to justify the money and inconvenience of construction for the next couple of years to

make it happen. As a cyclist, I love the Pennsylvania Ave bike lane in the middle of the road. I am not hindered by cars or pedestrians as I am frequently in the areas where bike lanes are to the side of the road. While I appreciate the idea for even better protected bike lanes, I don't think this is a good design for this particular area. I want to emphasize the importance of trees that allow for ample shade and lots of benches which are essential for pedestrians with the incredible heat we get for a large portion of the year. Although it may seem like a cool design, there are so many other areas of the city that would benefit from the funds you are planning to allocate to this project that would create a safer roadway and community than this "facelift" for a portion of Pennsylvania Ave. Please reconsider.

Name: Jacob Estes

Location: Washington, DC

Date: April 29, 2026

I'd encourage the plan to go further on its people-first direction—fewer lanes (not just reduced), fully protected bike infrastructure, a true shade canopy, and active ground-floor uses throughout. Freedom Plaza should be fully integrated at grade, and the design should prioritize everyday use over event flexibility. This will only succeed if it commits fully to being a place, not a corridor.

Name: Jim boyd

Location: Washington, DC

Date: April 29, 2026

Very excited to see Pennsylvania avenue become a destination, a place to go to, not drive through. A place welcoming for people to gather. Easily accessible by transit, bike, and a friendly to pedestrians. Prioritizing people and the community of place over expedient movement of vehicles through our beautiful nations capital is a noble goal and something to be proud of. Shaded areas, spaces that make people want to stay a while. Can't wait for the transformation.

Name: William Buchman

Location: Washington, DC

Date: April 29, 2026

The Historic alignment seems primarily intended to serve the interests of Presidential Inauguration, which occurs once every four years, at the expense of Freedom Plaza as a public space utilized year round. It's also with great disappointment than neither diagram addresses the preservation of Pulaski Park (aka Freedom Plaza), an historic and significant skateboarding mecca which looks to be erased from these plans. That would be a horribly misguided erasure of local culture. Furthermore, the bike lane should remain in the center of Pennsylvania Ave, as the southern lanes but cyclists at greater risk from pedestrians and turning vehicles

Name: David Bukowski
Location: Washington, DC
Date: April 29, 2026

Please include a two-way cycletrack in the final design. (Ideally remaining in the middle of the street.)

Name: Kimberly Vacca
Location: Washington, DC
Date: April 29, 2026

Out of the concepts, I support:

- East End, Raked Lawn Option to allow for the main stage of events to be pushed off Penn Avenue
 - Western End, Diagonal Cartway, Triangle Plazas Option to provide a safe place for pedestrians in front of the Wilson Building and connect the public gathering spaces to the adjacent buildings
 - 3rd to 13th Corridor Base Alternative — Staggered Canopy Grid Tree Alignment Option. The pole option is atrocious and the other tree option feels very not DC; the vertical trees seem out of place, of another region. Having more shade, especially as our climate only gets hotter, is worth the reduced view shed as a pedestrian/cyclist.
-

Name: Jared Green
Location: Washington, D.C.
Date: April 29, 2026

Hello NCPC and David Rubin team,

Please note I am submitting personal comments as a resident of the city, not on behalf of the American Society of Landscape Architects (ASLA), where I work.

Thank you for all your work. I appreciate the thoughtful designs, especially the significant increase in greenery.

A few comments:

- John Marshall Park: Is there a way to keep some of the interesting paving patterns designed by Carol Johnson's firm? How could some of the existing plaza elements be maintained while also adding more usable green space? Prefer the "managed change" option.
- Along the avenue: The look of the Italian cypress is interesting. But be great to feature diverse native American tree species and use the Avenue to also educate visitors about biodiversity. Consider featuring local native trees not often seen. Or perhaps states' official

trees, if some make ecological sense.

- Western end: The trees will really help add shade to what can be a very hot area. Prefer Diagonal Cartway Alternative, Triangle Plazas Option. But how will those triangular plazas be supported as public spaces? Like to see flexible seating / umbrellas. And why not public art and water features there?

- Market Square: Prefer the neighborhood garden room option with some dynamic public art.

- Avenue overall: What is missing is a new area for the skateboarders, who will be displaced and bring so much to downtown. Be good to add a nice new space for them, perhaps in the market square garden room option or some part of John Marshall Park?

- Avenue overall: Like to see more pavilions / cafes sprinkled throughout the avenue to give people a place to rest and have a drink.

Name: Kimberly Vacca

Location: Washington, DC (Ward 1)

Date: April 29, 2026

Please DO NOT remove the bike lane on Pennsylvania Avenue. This is a primary bike path in the District that I use daily in my commute, alongside dozens of tourists and other residents. This is the best way to safely travel between the White House and the Capitol and between NW and SE DC.

Name: Sara Diamond

Location: Washington, DC

Date: April 29, 2026

Please do not cut freedom plaza just to extend the street. Its a well loved, well used space that provides a much needed public area to sit, socialize, and for recreation outside of the capital mall. We need to keep our public parks and treasure them, not cut them up. And more street space is NOT what this city needs. More and better cared for parks, and infrastructure that protects and modernizes our public spaces without minimizing their use to citizens, pedestrians, youth, and business folks wanting a nice place to sit and eat lunch and have a conversation. Save freedom plaza.

Name: Karen Brzezinski

Location: Washington, DC

Date: April 29, 2026

1. The Staggered Canopy Grid option for the Corridor Base Alternative is the superior option because it better meets the vision and objectives of the master plan, which states a 'human-centered and lasting design' as the first goal and a 'beautiful and welcoming place' as the first baseline requirement. The Staggered Canopy Grid would provide greater shade for pedestrians, which would not only create a more welcoming (the first baseline requirement of

the plan) and human-centered (first goal of the plan) space but also help the infrastructure last longer. Further, the Continuous Fastigate Allee option would use trees of a silhouette that is not natural to America and thus doesn't accurately represent and showcase the beauty of the country. It would be a false representation of the U.S. in a space meant to celebrate the U.S.

2. The Contiguous Freedom Plaza Alternative in the Western End is the superior alternative because it better meets the vision and goals of the whole plan and the goals specifically for the Western End space, which include "create a more welcoming public space" and celebrate the Capitol viewshed." Specifically, retaining Freedom Plaza as a contiguous space is more welcoming than splitting it with the multi-lane roadway and making pedestrian crossings more difficult. Further, if the space is contiguous it can more effectively be used as a gathering space for crowds and thus meet the goals of Western End plan. Lastly, anyone who uses Pennsylvania Avenue currently can attest to the importance of the viewshed eastward toward the Capitol as demonstrated by visitors frequently stopping in the crosswalks along Pennsylvania Avenue to take photographs with the Capitol building as a backdrop. Freedom Plaza serves as an excellent point at which to capture that view. By dividing the space like the Diagonal Cartway Alternative would do, visitors would lose that viewshed in favor of traffic lanes, and the value of the space for the viewshed purpose would disappear. The Contiguous Alternative retains the clear and pedestrian-safe eastern view of the Capitol and would allow visitors to fully use and appreciate the viewshed, which is one of the primary goals of this Plan (by contrast the Diagonal Cartway Alternative does not meet the viewshed objectives).

Name: Maggie
Location: Washington, DC
Date: April 29, 2026

I live in Washington, DC and work in a building alongside Freedom Plaza. I appreciate the protected bike lanes along this stretch of Pennsylvania Ave and hope they can be maintained. Freedom Plaza is undergoing a significant renovation at this moment. It seems like a waste of resources to do this work and then split it into two. I also do not understand how splitting it will improve traffic flow. Also splitting it will increase the number of pedestrian crossings, increasing the number of opportunities where a pedestrian could be hit by a vehicle. It would additionally shrink the space for residents and visitors to enjoy the plaza. I support maintaining Freedom Plaza as-is.

Name: Ariel
Location: Washington, DC
Date: April 29, 2026

As a native Washingtonian, these plans disturb me deeply. This avenue is first and foremost part of Washington DC and this city has more pressing infrastructure needs than improving an avenue that is in better shape than many of our city's roads and bridges. It also seems to be updated with visitors and events in mind, rather than the city that has used it for the past 50

years and whose taxes have supported its upkeep. Since this is already in motion, the scope should be narrowed to only the vital safety improvements, so the city can focus on the infrastructure in all 8 wards, not just near the government buildings.

Name: Rafi Martina
Location: Washington
Date: April 29, 2026

As a daily - and year-round - cycling commuter, there is no single piece of infrastructure in the Washington region that is more essential to my safety than the Pennsylvania Ave protected cycling lanes. I use these lanes multiple times daily, January through December. These lanes are among the most intensively used in the city - by residents and tourists alike -- and support safe commuting for cyclists, electronic wheelchairs, scooters, and more, particularly because they connect to other protected lanes such as 15th Street and 9th Street. Indeed, Pennsylvania Ave doesn't even support significant vehicle traffic -- throughout the day, Pennsylvania Ave has such little traffic that cars often speed well in excess of 40 MPH in this stretch! Any design concept that eliminates or disrupts these essential components will jeopardize lives. I beg the National Capital Planning Commission not to harm this critical foundation of safe, multi-modal infrastructure. Maintaining two protected lanes - one for each direction - is absolutely essential for both tourists and residents of this region.

Name: Andrew Heimert
Location: Washington, DC
Date: April 29, 2026

Overall, the proposals all will make this more attractive.

With respect to the proposed bike lanes, they will be much more useful if they are located on the north side of Pennsylvania Ave., because that is where much of the retail/commercial space is located, as well as that on north/south streets intersecting with Pennsylvania Ave.

If the lanes are on the south side as proposed cyclists/scooter users/etc. will need to cross PA Ave twice to get from one retail/commercial location to another via bike lane, reducing their attractiveness and usefulness. The alternatives will be use of the street, which is disadvantageous both for cyclists and drivers, or use of the sidewalk, which is currently prohibited, and will create more pedestrian/cyclist conflicts.

Name: Bart LaFaso
Location: Washington, DC
Date: April 29, 2026

I support narrowing Pennsylvania Ave. and making it more hospitable to pedestrians and

cyclists. As it stands, it's an eight lane highway, a design that encourages speed and aggressive driving. Pennsylvania Ave. should be designed to discourage speed and aggressive driving. However, one good thing about the current design is the bike lane in the middle of Penn. Ave. This design allows for bikes to efficiently navigate the corridor. In some of the new renderings, the bike lane is right next to the sidewalk. This design could lead to conflict between pedestrians and cyclists. The current configuration is good because cyclists and pedestrians aren't in conflict with each other for space. It's important to have well marked separation between the two in order to prevent conflict and accidents.

Name: Martin Thomen
Location: Bethesda MD
Date: April 29, 2026

I support options that include pedestrian and bicycle facilities on all affected streets. I support enlarging the plazas on both ends, reducing lanes for automobiles, and increase tree/bush/grass cover. Thank you.

Name: Jeffrey Hollands
Location: Washington, DC
Date: April 29, 2026

Please do more to physically separate the bike lanes from the pedestrian zone so that pedestrians are discouraged from walking or standing in the bike lanes. Additionally, please explore opportunities to connect the bike lanes on 4th St south of Madison Dr to the new bike lanes using a surface with better rideability than the existing pavers/stones between the National Gallery buildings.

Name: Eric Schluessel
Location: Annandale, VA
Date: April 29, 2026

Right-sizing the avenue and lining it with trees is such an excellent idea. This plan creates much-needed shade and public space. Please keep people and pedestrians at the heart of this plan.

Name: Dan Ford
Location: Alexandria, Virginia
Date: April 29, 2026

The avenue should be first and foremost a thoroughfare for pedestrians, including locals and tourists, who would like a scenic, shaded view of one of the world's most iconic structures.

Wide sidewalks, preferably some waterworks (fountains, streams), and plenty of trees for shading are necessary. Freedom Plaza should be a gathering point. The avenue should also be open to commercial activity, like shops, cafe, and pop-ups that bring people in and keep them there. Having a year-round open market on the street would be an easy way to bring people to the Pennsylvania Avenue, and have them linger there for some time.

Name: Jeffrey A Blount
Location: Washington, DC
Date: April 29, 2026

Please see the attached letter

[Attachment](#)

Name: Vincent Verweij
Location: Takoma Park
Date: April 28, 2026

To keep Pennsylvania Ave a place for people to gather and see the majesty of our capitol, please support the Staggered canopy options, to provide shade, comfort, and natural beauty to our country's main street. We are only going to get hotter summers, so we should support any opportunity to improve the comfort of our streets.

Thanks for the opportunity to comment.

Name: Jason Emami
Location: Washington, DC
Date: April 28, 2026

I think the idea of making Pennsylvania Ave more pedestrian friendly and comfortable is a good one. It could serve as an important public space just off the mall.

I think redesigning the road way to reduce lanes for automotive traffic and moving the bike lanes to the outer roadway are great ideas. I do not want Freedom Plaza to be bisected by Pennsylvania Ave. Freedom Plaza should stay as a single plaza or park, allowing it to be a more relaxing and welcoming space, as well as more flexible in its uses. But redesigning Freedom Plaza to have more greenery, shade, and seating would be a great idea. It would make the space much more welcoming and comfortable than it currently is. Lowering Freedom Plaza to street level in the redesign would also make it more accessible and welcoming, which would be nice.

Finally, I think, both in Freedom Plaza and along Pennsylvania Ave, shade trees should be

prioritized over columnar trees or other trees that prioritize aesthetics over practicality. With the high heat in DC summers, shade can make or break the usability of an outdoor public space.

Name: Joshua Carr

Location: Washington DC

Date: April 28, 2026

Hi on behalf of Willard Associates and The Willard Center, located in this project's West End Zone - please see the attached!

Thank you for your thoughtful consideration, we appreciate it!

Best,
The Willard Center

[Attachment](#)

Name: Reese B

Location: this comment was submitted via website for another project, karin copied here for record

Date: April 28, 2026

The goal is to revitalize the culture on the avenue, right? I agree that this should happen. I disagree with how you plan to do it. Destroying historical landmarks like freedom plaza works directly against this goal. Freedom plaza is the cultural heart of D.C., and destroying it would kill the downtown lifestyle and economy permanently. Freedom plaza and all that it attracts is the one part of downtown that is working to stimulate the economy. From nike sb sponsored events to gogo shows to outdoor movie nights, freedom plaza provides the most stimulation to the downtown economy. Being above street level makes freedom plaza best space for someone to be heard. In a world filled with so much injustice and racism, the people of D.C. deserve freedom plaza, please don't take it away from us. We need it.

Name: Melissa

Location: Washington, DC

Date: April 28, 2026

I'm writing as a resident in the market square area. I am glad for this public comment process and am concerned about the potential impacts and disruptions for residents and businesses in the area during this proposed development. Especially seeing recent news of the businesses impacted by the DuPont Circle deck over project. This planning process needs to seriously take

into account how to not disrupt businesses that have already struggled to retain customers during a hard time for the city. If the point is to continue to improve this neighborhood, then causing businesses to lose customers during a period of transition could be unsustainable to them, causing them to close and leave vacant store fronts.

Having watched the recent presentation and reviewed the materials, I am most concerned about a few points:

1. The proposed plan that would reroute Pennsylvania through Freedom Plaza, cutting it into two. That seems like an unnecessary major change that would disrupt an already present and successful gathering area/public space. The contiguous plaza design makes more sense to keep this area intact.
2. I'm also concerned about the suggestions for the Market Square area that would create an "enhanced pedestrian experience on 8th street". While that sounds nice, I could not tell if the plan was to make this portion of 8th street closed to traffic. That would be a bad call, as there are many people who live in the buildings on that block that, due to mobility issues and other concerns, need to be able to access car pickup/dropoff directly near their entrances, not down the block. There is also a school and public parking garage that is widely used. The plans were not clear on this point, so perhaps closing the street to vehicles is not the plan, but if it is, I urge you to reconsider as doing so would be a terrible mistake that would negatively impact residents, visitors, and businesses in the area.

Name: Liam mcdonough
Location: Mclean
Date: April 28, 2026

Pulaski park at freedom plaza is a very important place to the skateboarding community. Since I moved to the area years ago that community is the only one that I have and it means everything to me. Having that park to gather and skate is what holds the community together.

Name: Cheryl Cort
Location: Washington, DC
Date: April 28, 2026

Please see uploaded comments on behalf of the Coalition for Smarter Growth. Thank you.

[Attachment](#)

Name: William Gallagher
Location: Washington
Date: April 28, 2026

This plan is one of the most important in the city - it will set the tone for other projects and it

needs to be well thought out and cost effective. Trees are the major element of this plan that can make or break the outcome. The 60's Penn Ave plan's most successful elements are the trees - which create space and define the vista, provide shade for pedestrians and allow pedestrian views up, down and across the street under the canopy. All very successful. The fastigate trees are the worst possible tree to plant in an urban environment. They block pedestrian level views needed for safety and views to and from buildings and activities along the street. They do not provide any shade from the hot summer sun and visually are inappropriate for an urban vista - DC is not Versailles. Use the Mall as an example - the simple tree grid on the mall is strong and does what trees need to do.

Please remove these trees - and remove them from the entire city - they are inappropriate in an active urban pedestrian environment.

Name: Kirby Vining

Location: Washington, D.C.

Date: April 28, 2026

NCPC/New Plan for Pennsylvania Avenue Design Concepts, 27Apr26

Comments from Kirby Vining

Thank you for a very, very thorough evaluation of current conditions, history, and alternative concept proposals! Specific comments and recommendations follow:

3rd to 13th Corridor Base Alternative, Support Staggered Canopy Grid Tree Alignment Option. I strongly prefer this option to the continuous fastigate option because the latter would provide less needed shade and because while it may be useful to articulate the line of the avenue the small trees I fear would be endangered by the lack of shade to the roots and the line these smaller trees form would detract from the views down the avenue which I deem more important. The staggered canopy would avoid distraction from the view and provide much-needed shade and provide underneath them informal comfortable gathering spaces to enjoy this important view. The fastigate alignment would also, as the constraint comment states, reduce the barrier-free space for certain kinds of large events. The fastigate alignment also seems visually redundant with the pole arrangement.

Eastern End Alternative - Support the Terraced Spaces Option

I strongly support this terraced option because it would create useful and comfortable smaller gathering spaces for informal and formal events near but not on the avenue. The other two options seem geared to larger events that I think should be ON the avenue itself, and reserve these smaller more intimate spaces for secondary and smaller events.

Market Square Crossroads - Support the Crossroads Option

I support this option because while secondary I believe that the Indiana Ave. axis is an important contribution to the viewsheds near and alongside the avenue.

Western End - Support the Contiguous Diagonal Cartway Planted Respite Alternative
I strongly support this alternative because it would restore what I believe is THE most important line in the L'Enfant Plan, from the Capital to the White House (well, ending at the Treasury Building which is the same thing for these purposes). Freedom Plaza is in my opinion an unjustified interruption of that crucial line both for viewshed and transportation purposes. Freedom Place has always looked out of place to me as an unexplainable interruption of both Pennsylvania Avenue and the buildings on either side. I see the Plaza primarily used only by skateboarders and interrupting pedestrian crossing the avenue. Replacing the Plaza as shown with smaller triangular parks would not seem to harm the General Pulaski Statue at the NE corner of the plaza. The trees in this option would be a great relief to the unexplained and HOT current plaza area now.

Again, thank you for your very careful consideration of this key space in our lovely city! The attachment is a .pdf version of this same submission.

-Kirby Vining

[Attachment](#)

Name: Maria

Location: Washington, D.C.

Date: April 28, 2026

I believe the Freedom Plaza should not be impacted by this incredibly intrusive project. The "3rd to 13th Corridor Base Alternative" is not a well-thought-through option and requires funds that the city should invest in something more useful and even utilitarian. Completely revamping something that is not broken just to gain access to the WH during Inauguration parades (that sometimes get cancelled, and do not take place more than once every four years) is very shortsighted.

The "Western End Diagonal Cartway Alternative" removes the very meaningful and pivotal space in DC -- the Freedom Plaza, which is currently under a repair project. You are planning to dissect Freedom. Yes, this is how we see it. And for what?

The alternative -- "Contiguous Freedom Plaza Alternative" -- looks a bit better, but, again: why? Please do not chop up the downtown area. It is unnecessary and short-sighted. Thank you.

Name: Alex Schroeder
Location: Washington
Date: April 28, 2026

I encourage the planners to consider the idea of banning cars completely from this stretch of road and making it a true pedestrian plaza with wide bike lanes.

Name: Colin Henderson
Location: Washington DC
Date: April 28, 2026

I think it should have stayed the way it was, a place where anyone could gather freely and truly feel part of something bigger. For generations, skaters made Freedom Plaza their home, and that legacy is deeply rooted not only in skate culture, but in DC culture as a whole. People traveled from all over the world to skate there, connect with others, and help shape unforgettable moments within the skate community.

It's heartbreaking to see such a historic and meaningful place change so quickly, especially when those changes displace the very communities that gave it life in the first place.

Name: Christine
Location: Washington DC
Date: April 28, 2026

Don't destroy freedom plaza PLEASE!!!

Name: Jaylen Perry
Location: Fort Worth
Date: April 28, 2026

This place MECCA for skateboarders and youth culture in general. I come from Fort Worth Texas just to take in the scenery and the culture at that spot. And I spend my money at locally owned businesses to do my part in supporting the beautiful District Of Columbia. The cultural impact of taking this place away would be immeasurable. I plan on taking my children here one day. Thank you for your attention to this matter.

Name: Shane Mills
Location: Baltimore city
Date: April 28, 2026

Freedom plaza on Pennsylvania Avenue is a historical place in more ways than one. As a fan of

history, architecture, and skateboarding, the historical value of the plaza is extraordinary. I growing up in Baltimore not having many plazas at all that can replicate the beauty of freedom plaza. The community around the area is life changing. The amount of friends you can meet and admire the granite and marble, is truly something special and I know that many others feel the same as I do. I hope that you reconsider, and leave the historical space untouched. Thank you

Name: Andrew M.

Location: Washington, DC

Date: April 28, 2026

What the entire area surrounding the mall is missing is places for tourist and visitors to eat, use the bathroom and have a reprieve and downtime from the National Mall. There is hardly anywhere for tourist to eat beyond either Potbelly's and similar chains or high end restaurants like Fogo de Chão.

Pennsylvania Avenue is fairly dull and that's because it's empty lobby's and facades.

A renovated PA Ave should at least have kiosk restaurants (like Water Park in Crystal City, VA) that is classy but also provides restaurants for average tourist who can also support local business and have a vibrant amount of pedestrians and it avoids any security concerns being located in federal buildings + addresses to lack of bathrooms along the national mall.

On a side note, it would be nice to have the former FBI Hoover Building be a mall similar to Galeries Lafayette in Paris. A place tourist can regroup.

Name: Isaiah

Location: Landenberg

Date: April 28, 2026

Only reason I'd ever come to dc is to visit the skate plaza to enjoy the history of the place, by taking it away/changing, rather than reviving the spot, you are doing irreparable damage to the community

Please talk to your community

Name: Kim Scott

Location: Baltimore

Date: April 28, 2026

I've been going to DC for 15 years simply to visit and skate Freedom Plaza. It is one of the last plazas in the entire world and it's been of historical importance for skateboarding for over 4 decades. If it's torn down it would be a great loss for DC and skateboarding.

Name: Robert Smith
Location: Washington
Date: April 27, 2026

Washington DC is beyond rich with its history, museums, and Pulaski Park for skateboarders is just as important of a historical site. Just like the Washington Monument, or the Vatican, people travel from around the world to visit this place. Let us be Free at Freedom Plaza, and keep it open!!

Name: Elijah Gordon
Location: Washington
Date: April 27, 2026

For many decades now, skateboarders have been a central part of life on Pennsylvania Avenue, particularly at Freedom Plaza. I know many might see the presence of skateboarders at freedom plaza as destructive or disruptive. However, talk to the many business owners near Pennsylvania Ave whose businesses were largely kept afloat by skateboarders both local and visiting when downtown DC's economy took a significant hit after COVID. Talk to the many people who would come eat lunch with the skateboarders every day before the plaza was closed for repairs. While other populations and visitors fluctuate, skateboarders have been a consistent presence. I hope that they will be considered as plans for the future of Penn Ave emerge.

Name: Erick
Location: DC
Date: April 27, 2026

Freedom Plaza should not be destroyed as a skate spot because it represents far more than just a place to skateboard—it is a cultural landmark where art, freedom, and community come together. Skaters there are not hurting anyone; they are using a public space creatively, turning the architecture into movement and expression rather than causing harm. For decades, Freedom Plaza has been known as a gathering place where people from all backgrounds come to watch skateboarding, take photos, and experience the energy that makes the city feel alive. In many ways, skateboarding has become one of the plaza's main attractions, drawing visitors who enjoy seeing talent, dedication, and creativity in action. The plaza has also long stood as a space connected to public expression and protests, making it symbolic of freedom in multiple forms—speech, art, and movement. Removing skateboarding from Freedom Plaza would erase an important part of its identity and take away a positive community that brings life to the

space.

Name: Aleks Nickless
Location: Washington DC
Date: April 27, 2026

Pulaski park is an extremely important space for skateboarding, the recent addition of skatestoppers is severe hitch for the DC skateboarding scene. Without this gorgeous space, the livelihood of this wondrous activity is at huge risk.

Name: Dominick
Location: Silver Spring, MD
Date: April 27, 2026

Leave Freedom Plaza as is.

Name: Kayla Eaton
Location: Washington DC
Date: April 27, 2026

Keep freedom plaza as is and skater friendly. This historic spot makes DC a destination for traveling skaters. People visit DC specifically to skate this spot bringing in local business to the area. It also draws in people to watch and use the space, creating entertainment for tourists which would otherwise remain empty. This is an important space for young people in DC — skateboarding is a sport and creative outlet for young kids in DC. It is an important activity for at risk youth.

Name: Zachary
Location: Washington, DC
Date: April 27, 2026

Freedom Plaza is one of only a few true “third spaces” left in the city. Whether it’s the folks that congregate to dance there on warm Wednesday evenings, the groups of young men playing pick up soccer after work, the many families (mine included) enjoying an open space to sit outside, or the skateboarders who have made it a globally recognized destination, it is so obvious each time I pass by downtown that this is a treasure and should remain untouched.

Sadly, the concept of true community seems to be a dwindling idea in the United States, so taking away another third space from the many groups that frequent this unique area is not just a mistake - it is wrong.

Freedom Plaza is also a location where American Citizens gather to exercise their First Amendment right to speak out in support of their beliefs. As a DC resident, it is inspiring to see all sides of the political spectrum gather in this beautiful space to demonstrate to the world what democracy looks like.

Many of the concepts in the redevelopment plan have good reason behind them, and part of progress is revitalization, no doubt about it. But it is clear that the community loves and needs this space. It is an erroneous to take it from them.

Additionally, as a tax payer, it is deeply discouraging to think about the taxes I pay going towards “making the space safe and beautiful” through renovations, only for plans to remove the Plaza down the road to still be considered. What a waste of money!

Please hear the voices of the citizens of DC and the DMV. The trick to revitalizing downtown is not through destroying third spaces, it’s to invest in the communities that use them. Thank you.

Name: Alexander Martínez
Location: Washington DC
Date: April 27, 2026

I think that freedom plaza shouldn't be close or destroy because it mean a lot to people no only who skate also people who works around, people from everywhere can be there sit, have lunch and take pictures of the beautiful plaza it mean a lot for skaters also because that's were they skill gets perfectly. Freedom plaza mean union and family for a lot of people and we should support union and family. PD: government should support this sport that keep people away from bad decisions. If you wanna have a safe and beauty DC remember this everything start with a decision.

Name: Gunnar
Location: Arlington, VA
Date: April 27, 2026

Please preserve Freedom Plaza. The skateboarding legacy of the plaza makes it a cultural artifact of not only Washington DC, but the entire east coast and country as a whole. There is a reason that skateboarders travel from all parts of the world to skate at Freedom Plaza. It would be a shame to abandon that culture and history. Skateboarding aside, the plaza is one of the only open spaces within the federal area that invites people to interact, socialize, relax, and recreate safely distanced from vehicle and pedestrian traffic. Significantly changing or redeveloping freedom plaza would undoubtedly be regretted in the future when people reflect on the history of what a beautiful plaza it once was.

Name: Arthur lisi

Location: Alexandria Virginia

Date: April 27, 2026

Freedom plaza is one of the most important skate spots in the world.. professional skaters from all over the globe travel here to film and skate.. they contribute vast sums of money to the local area.. please consider to do like the city of Philadelphia that made muni a multi purpose space.. the skaters in the dmv contribute far more money in buying just food and drink to the local vendors that anything your going to propose in its place.. the importance economically and socially cannot be understated.. feel free to contact me as I am a dmv lifelong resident of 51 yrs and have a lot of knowledge of the importance of the plaza.. you have the opportunity to do something very special in the dc area if you are willing to work with the skateboard community on this where the city can benefit economically and culturally.. thank you

Name: Sydney

Location:

Date: April 27, 2026

Please keep the plaza as is this is a historical landmark

Name: Daniel Baldwin

Location: Washington DC

Date: April 27, 2026

Please keep freedom plaza and the greater Pennsylvania Ave re-design open to skaters and other rolling activities. By creating modular and skatable features, it welcomes discovery and creativity to all who use and walk between the capital and white house. When freedom plaza would have remained devoid of tourists and locals alike, skateboarding gave life to the space, and it became a destination as one of the last skatable plazas in the United states. This area has put the DC skate scene on the map, and has been featured in dozens of skate videos amassing millions of views. Please let future activations and build outs be open to the public for varying activities, not just walking or sitting.

Name: Sasha Basta

Location: Rockville

Date: April 27, 2026

Keep freedom plaza skate friendly. Please look at the positive impact that Philadelphia made recently to their community by keeping a preserved plaza space for the local skate scene at the Municipal building. It keeps the area safe and friendly for locals, tourists, and city staff. Thank you for your consideration.

Name: Jesse
Location: DC
Date: April 27, 2026

Keep the plaza skate friendly. It has had enormous historical significance on the skate community. Work with local skaters to get design input. Doesn't need to be a "skate park", just a plaza that is skate friendly. Skateboarding is healthy for the community.

Look to Europe for urban planning inspiration. Many countries have created sanctioned skateboarding environments in dense public spaces to large success.

Similar happening in Philadelphia:
<https://quartersnacks.com/2026/03/how-skateboarders-won-got-a-skate-plaza-at-philadelphias-muni-building-an-interview-with-pat-heid/>

Similar happening in Malmo: <https://pmc.ncbi.nlm.nih.gov/articles/PMC11502399/>

Name: Travis Lombardi
Location: Maryland
Date: April 27, 2026

If we care about community, culture, and giving people positive spaces in the city, then Freedom Plaza should be protected not replaced.

Keep Freedom Plaza

Name: Hobbs Bell
Location: Washington, DC
Date: April 27, 2026

Please preserve Freedom Plaza or, at the very least - if you cannot find a way to preserve the plaza - please include a space for skateboarding. People have been gathering in the plaza to skate and build community for 40 years. Look to Philadelphia's recent renovation of Municipal plaza as a model of success: an open plaza with street skating elements intentionally incorporated that feels like part of its surrounding environment, rather than a fenced in "skate park."

Name: Yoon Sun shin
Location: Baltimore, MD
Date: April 27, 2026

Dc has done so much to publicly say how much freedom plaza and its skateboarding community has such a beneficial part for anyone to takes up the space. The whole Harper family project, and using his story for the city's own self image, then turning against the community to put skate stoppers all over that plaza, not the idea of remodeling. All I can do is shake my head all of this

Name: hadi attia
Location: woodley place
Date: April 27, 2026

terrible use of tax payer money to try and rebuild something from the ground up... just keep it the way it is and let the people visiting dc enjoy the last remaining plaza in the united states

Name: Mary Margaret Stevenson
Location: Round Rock
Date: April 27, 2026

I'm all for revitalizing the Capitol but the idea of a ballroom in place of the East Wing should go through regular Congressional approval before any work is done. I'm also against destroying any other buildings without an assessment of whether any valuables can be moved elsewhere esp priceless art.

Name: Taylor Callaham
Location: Washington
Date: April 27, 2026

As representatives for ownership at 601 Indiana Avenue NW, we request that Indiana Avenue remains open to vehicular traffic at all times. Hotel pick up and drop off will occur along Indiana Avenue and without vehicular access, hotel guests will not be able to access the hotel.

Name: Isaiah Sullivan
Location: Silver Spring, Maryland
Date: April 27, 2026

The destruction of Freedom Plaza is a step in a long process of denying beloved spaces to those who most use them. There is clear historical worth to this plaza as well as present day uses. Continuing with this plan demonstrates a clear preference for money over people.

Name: Christian Downing
Location: Washington, DC
Date: April 27, 2026

Hello I am an ambassador for the skateboard community of Washington, DC and the DMV. Freedom Plaza has a powerful history in the global skate community as it is known as one of the great skate Meccas of the east coast. People travel from all over the world to skate this glorious plaza. Which is good for DC tourist economics. It would be a shame to disconnect the community from a Mecca in our culture. I humbly ask that Freedom Plaza be stamped as a safe to skate location. This would show concern for the skateboarding community of the DMV. And belief in the future we hold for skateboarding. Already other plazas on the east coast have been stamped as such like Municipal Plaza in Philly. I hope you find my comment i formative and moving. Have a good one.

Name: John Dough

Location: Washington, D.C

Date: April 27, 2026

Don't change anything you idiots

Name: Diego

Location: Manassas,VA

Date: April 27, 2026

It's appalling and apparent the disregard and lack of connection you have with the existing communities that utilize freedom plaza. The revitalization of this area is only going to be successful by understanding the community that already exists within this space, otherwise it will be at risk of being another unattractive dead zone within the city attractive only to vagrants and criminals. Community input has unanimously stated and shared over and over again that the plaza holds cultural historic value and altering it further shows blatant disregard of that feedback. The knobs that have recently been placed all along the ledges edges at freedom plaza are not only counterintuitive to the design and ugly but further complicate the vision of having a lively downtown area. These disgraceful knobs signal to many a challenge and a message that this city space is not meant to be shared with them. Groups that once brought the area to life feel threatened and rightfully displaced. Only through acknowledging and realizing the skateboarding community's impact and history here will this project be successful. The value of freedom plaza has only continued to grow over time in this city and internationally it has such rich cultural ties to this once beautiful pristine plaza that is has been admired by and attracted people from all over the country and the world. This plaza was once at the center of a cultural movement and it can continue to be a beacon of true American values and help this city to embrace and nourish its identity. Understanding this significance can help guide the city to create a space for all to use and enjoy as many other cities have already done. The most recent successful examples being in Philadelphia at the Municipal Services Building right in the heart of downtown, or at the Brooklyn Banks in New York City where through collaboration they were able to create a safe space to congregate and enjoy. Please make informed decisions and accept the feedback being given as a vital tool for the

benefit of all. Please recognize and realize the wealth this city holds within freedom plaza before it is further ruined and it is only spoken of as a cautionary tale for city planners instead of championed for what it already is.

Name: Isaiah Graham
Location: Hyattsville, MD
Date: April 27, 2026

As someone who was born and raised in DC Freedom plaza has helped me meet plenty of people through all walks of life through skateboarding. It is an important landmark in skate history and hub for skaters new and old that would have a negative ripple effect in the local community if it were gone.

Name: JT
Location: Washington, DC
Date: April 27, 2026

I'd love to see skateboarders have their own space to be able to skateboard in peace with each other. That also allows for people to walk by and watch.

Name: Dylan Hatfield
Location:
Date: April 27, 2026

Definitely leave freedom plaza and all of Pennsylvania as it is there are so many things that could be done without destroying the identity of downtown.

Name: Eugene
Location: Washington DC
Date: April 27, 2026

Freedom Plaza as itself stands as an historical landmark, holding the capsule of Martin Luther King underneath the General Plaza. This landmark is a massive hub worldwide for people attending protest known for a space of freethinking and expression in the entire city. This is the only space that is allowed to hold protest legally And openly in Washington DC. Not only does this space allow for protest and expression, but there is also many cultural movements and events that happen here as well, including salsa nights and various celebrations expressions, such as skateboarding, roller, skating and bike riding happens through freedom Plaza. As somebody who spent thousands of countless hours at freedom, Plaza, documenting skateboarding and other ways of expression there, it is essentially the only place in the entire of downtown DC that feels like something is actually happening there for the people

eliminating this space will be huge, cultural damage and essentially provide the opposite of what the government is trying to intend here by eliminating such a cultural space you're robbing the city of such cultural Expression. There are Many ways to still keep freedom Plaza while also being able to create Shade and attractions to downtown DC without having to eliminate historical landmarks such as freedom Plaza.

Name: Carol Aten

Location: Washington, DC

Date: April 27, 2026

Committee of 100 on the Federal City Comments on The Pennsylvania Avenue Initiative

Congratulations to the National Capital Planning Commission (NCPC) for championing the revitalization of what has been called America's Main Street - that 1.2-mile section of Pennsylvania Avenue in the Nation's Capital. Please convey similar accolades to the David Rubin Land Cooperative and the many participating organizations for their excellent design talents and contributions to this effort.

What NCPC has developed is a rich and complex proposal worthy of the significance of the Avenue. The Initiative is clearly still evolving. The proposal has (as the saying goes) many "moving parts". And multiple proposals for a single area (like Market Square or Western End) offer multiple design options. At this juncture, the Committee of 100 finds many have much to recommend them, and we look forward to the next iteration of the Initiative as options are narrowed down.

In no order, we offer the following comments and questions:

Trees: While the addition of trees is most always a welcome proposal in any urban planning proposal, we caution their overuse in this important project - as seems the case currently. The measure of success here must be ensuring the clear visibility of the Capitol Building all along the Avenue - not only from vehicles but pedestrians on sidewalks as well. Pierre Charles L'Enfant was most specific in identifying the hill on which the capitol building was located calling it, "A pedestal waiting for a monument." There is no more dramatic a view down the great Baroque vista than the Capitol dome. It is unquestionably the "star of the show." We must honor L'Enfant's intention and not block the view with excessive tree planting. This appears likely in certain iterations of the draft plan. A reasonable balance must be ensured.

Flags: Under consideration currently in the Initiative is some permanent installation of multiple, repetitive American flag displays all along both sides of the Avenue - reminiscent of Childe Hassam's 1916/17 painting series. If what is proposed is permanent, it should be reconsidered as too reminiscent of totalitarian governments - past and current. The American flag is not a decorative motif. Too, it would create a significant maintenance headache. If, however, what is being considered is for occasional celebrations such as Inaugurations or

similar events, it is a grand idea and designs, protocols, responsibilities, and criteria should be developed as part of this larger exercise.

Maintain the Street Wall - FBI Building: As we all know, the FBI Building is destined for demolition. This presents a significant development opportunity for Pennsylvania Avenue's future - possibly for increased residences. In your current plan for the Avenue, please refer to and reiterate the National Capital Planning Commission's (your own) January 2017 design guidelines for Squares 378 and 379 that call for high-density, mixed-use site development on the site should the FBI Building be replaced. Breaking the "street wall" and leaving a void along Pennsylvania Avenue (as unfortunately happened for the Navy Memorial) should be avoided. Also, please note we continue to support not extending D Street through the FBI site.

Closing North/South Streets: Of course, intermittent closings of north/south numbered streets that cross Pennsylvania Avenue along the 1.2-mile segment will be required for special events (street fairs, parades, etc.). However, permanent closings (which are under consideration in some schematics) should be avoided. History has shown that permanent street closings not only create "dead ends," but inevitably, the rerouted traffic results in unanticipated problems elsewhere.

ADA and Creating Side Street Pedestrian Walks: In several instances, e.g., E Street in front of the National Theater, permanently closing secondary streets to create half-block, pedestrian-friendly walks are considered in some design options. And while we applaud the idea of increased "walkability," the Committee urges caution in ensuring accessibility to and compliance with the Americans with Disabilities Act for our disabled citizens when secondary streets are permanently closed. As example, access from a car to the National Theater is straight forward currently. If drop-off is moved to 13th Street as proposal, the journey is longer and more challenging.

Freedom Plaza: Several design iterations (Western End) in the proposal raise the specter of "straightening" Pennsylvania Avenue near its western terminus across from the District Building and Department of Commerce/White House Visitor Center - before the Avenue's northward turn along the Treasury Building. Doing so would, of course, restore the Avenue's original configuration. But it would also destroy the existing and arguably historically significant 1980 Freedom Plaza. Designed by architect Robert Venturi and landscape architect George Patton, the park is already popular with citizens and tourists alike with its large-scale rendition of the L'Enfant plan on its raised granite podium, as well as for large public gatherings. Too, as you know, the site is immensely popular with skateboarders. How best to balance the value of the one over the other needs to be wrestled within existing statutory processes and with the city's and public's participation.

Governance: The Committee of 100 would like to reiterate a recommendation in our July 2022 letter to you on this subject where we advocate the National Capital Planning Commission's seeking Congressional authorization and funding for a permanent and unitary management body for the Avenue. This would entail not only the responsibility for carrying out this

important plan but also the long-term responsibility (with ongoing funding) for maintenance, enforcement, and change. If history is any teacher, the experience of the now defunct Pennsylvania Avenue Development Corporation (PADC) showed the inability of federal and local government to work together on maintenance, upkeep given competing interests, short attention span, and transient priorities.

Interpretive Waysides: The launch of the Initiative should coincide with inauguration of a permanent, outdoor interpretive program all along the Avenue for visitors, tourists, and Washingtonians alike. Perhaps through small way finding signs (and certainly a parallel program online) about the rich history of the Avenue, identification of key landscapes and buildings, and a “What Happened Here” would be a sure success. The National Park Service is unrivaled in developing and launching such a program. We believe they would be more than happy to provide help and guidance.

And finally, a Cautionary Note: The stated premise of this thoughtful proposal is creating a more people-friendly, active, and enjoyable citizen and visitors experience along Pennsylvania Avenue between the Capitol and the Treasury Building. Laudable to be sure. But as any student of urban planning in America knows, similar concepts to convert “Main Street” to a “Pedestrian Mall” by banning or reducing vehicular traffic (making them more “people friendly”) have, by and large, proven major economic failures over the last 50 years. Witness State Street in Chicago as but one example. There are exceptions. And, of course, the Initiative does not propose removing vehicular traffic. That notwithstanding, a valid question is: Where are the people who will enjoy and benefit from the Initiative come from?

No one lives on this segment of Pennsylvania Avenue. And few live within any remote proximity. The south side of the street is an all-federal workforce enclave – which shuts down by 5:00 PM, Monday – Friday and all weekend. And with increasing use of teleworking, the number of federal employees will continue to diminish. Note also, with the FBI’s unfortunate relocation to the Ronald Reagan Building, what is now a vital attraction for public activity and function, including the National Children’s Museum, will likely become inaccessible (given the FBI’s security needs), a negative impact on liveliness moved from the north side to the south side. Most tourists remain on (or near) the Mall – commuting daily by our excellent Metro. Too, there are only two high-end hotels at the western end of the Avenue at which the average tourist family can ill afford to stay. Similarly, one can count on one hand, the number of restaurants on, or nearby the affected area, all of which are similarly “out of the reach” financially to most tourists. And John Hopkins’ recent conversion of the Newseum certainly bring some activity to the eastern end street – but not significant for purposes of this proposal.

Which all goes to pose the question, in developing this worthy proposal has the NCPD and its associated partners in developing the Initiative undertaken “due diligence” with local and private economic development interests to ensure success? The Committee of 100 wants this important Initiative to succeed. It is important to all of us who call the Nation’s Capital home.

Congratulations again on a long-needed proposal. We look forward to the next iteration as it

develops.

Name: Bryan Ricketts
Location: Washington, DC
Date: April 26, 2026

I am broadly supportive of the planned increase in pedestrian/event space and cycling space by reducing the road space used for cars. Expansions of walking and biking are welcome and needed in the downtown area to facilitate both commutes and tourism. Please do not make any changes which reduce this biking or pedestrian space. Whatever alternative is chosen, care should be taken to coordinate with WMATA to ensure signaling for bus priority since there will be fewer lanes of traffic. Regarding the proposed alternatives, the staggered tree alignment should be selected, as it provides more shade and more event space. The continuous allee may produce nice photos, but the space is for the people. Similarly, the Hillside Pavilion for the Eastern End provides the largest event area while differentiating from the many open lawns nearby on the Mall. As many have noted, the lack of ground retail is a barrier to good experiences on and around the mall, so the Neighborhood Gardens option is more appropriate for the Market Square Crossroads. Partner coordination should take care to address any regulatory barriers to small shops either in nearby buildings or on the garden space itself (e.g. space for an ice cream vendor, a small eatery, etc.).

Name: Jordan Bekenstein
Location: Arlington
Date: April 26, 2026

Look, if grandeur and civic activation are the goals, then the key principle driving selection of the alternatives should be the question, "is this a space that humans will enjoy being in and actively choose to spend their time at?" Note the word humans, not vehicles. The natural outcome would be the maximization of public space and its pleasantness. Much in the designs meet this sufficiently, but some alternatives clearly come out ahead of others. To that end, splitting Freedom Plaza in two triangles is wrong, as would be adding poles and fastigate trees.

Name: David Breisch
Location: Washington, DC
Date: April 25, 2026

I love the idea of including protected bicycle lanes on the redesigned corridor, and I encourage planners to ensure that bicycles and scooters continue to have a safe method of travel separate from vehicles and pedestrians.

Name: Jeanne Schroeder
Location: Washington, DC
Date: April 25, 2026

I don't want Freedom Plaza to be bisected by a road - it would be a terrible traffic situation and ugly. Otherwise, I like it the proposal!

Name: Matt Saucier
Location: Washington DC
Date: April 22, 2026

Not enough of DC is pedestrianized, so to fully realize a true American Main Street that harkens to DC's roots, a fully pedestrianized no-car zone all the way through Penn Ave would revolutionize the area. So many streets in Europe are already completely pedestrian with zero or minimal car traffic, allowing the street to also function as a third space / courtyard. This would also allow more permanent food truck/tents to preserve a year round event feeling. Best of all, this would allow for parades and events to take place without the disruption of traffic. With two points for metro access, it is unnecessary to need to drive through this area.

Name: Robert Henry
Location: Washington DC
Date: April 22, 2026

Don't forget the side streets. 3rd St - 15th St that connect Pennsylvania Ave to the National Mall are just as important for drawing crowds between the two areas and into downtown. These streets should also feature similar upgrades and enhancements to draw the eye and attract visitors to wander through them.

Name: Chester
Location: DC
Date: April 21, 2026

This plan should prioritize people and bicycles as an extension of the national mass for events, tourists, and shopping. It should be closed to traffic most times with removable bollards with access only for special events like inauguration.

Name: becca
Location: dc
Date: April 21, 2026

if you don't make the bike lane a different height than the sidewalk, then you didn't make a

bike lane, you made sidewalk. It is hard enough to ride in other DC protected bike lanes because pedestrians are constantly in them, but if they don't even have the visual/physical signifier that it is not pedestrian space, there is no way the hundreds of tourists who are generally clueless about city life will have any idea they need to get out of the way. I also can't help but notice that you did not include "rush hour" as a primary use of Pennsylvania Avenue, but it is. and lackadaisical tourists and commuters mix like oil and water.

Name: Kyle Flood

Location: Washington, DC

Date: April 21, 2026

I am a 17-year resident of Washington, DC and I support the ambitious proposals to modernize the Pennsylvania Ave. corridor. I would like to voice my feedback specifically on the following:

- (1) Please maintain a bike lane. I support moving the bike lane away from the center of the street so that it is safer and more accessible to both residents and visitors.
- (2) I support the addition of tall flag poles that can be used to commemorate special events, holidays, and state visits. The flag poles will frame the U.S. Capitol and become a recognizable vantage point, so they should have a unique and symbolic design (not regular white or silver poles). I encourage adding lighting that will illuminate the poles and flags at night for picturesque night views -- and lighting that can change colors to commemorate special events or holidays.
- (3) I prefer the " Continuous Fastigate Allee Tree Alignment Option." This will allow for greater uniformity and framing of the U.S. Capitol, street, and bike lanes. It will also create greater vantage points for parades and events.
- (4) One big concern is the lack of shade, which is very important for pedestrians during extremely hot summers. I encourage adding infrastructure for canopies to be added over sidewalks in summers. Visitors and people attending summer events frequently overheat. Canopies can be added in a way that will only cover sidewalks and not interfere with views of the U.S. Capitol. This is very important as DC summers continue to get hotter. I have attached samples -- and these can also be designed unique to DC like the flag poles.
- (5) I prefer aligning Pennsylvania Ave. back to a straight line and eliminating the current Freedom Plaza layout. The new plaza can still commemorate and be named Freedom Plaza, but this will support a better flow of pedestrians and traffic, as well as extend plaza space in front of the Wilson Building.
- (6) Construct a plaza in front of the Wilson Building to appropriately respect and treat it like a City Hall or State Capitol Building. The Plaza should commemorate and respect the history, residents, and elected officials of the District of Columbia. State Capitol buildings often have plazas that appropriately frame the buildings. Please do not totally block the Wilson Building with trees and consider a plaza that invites residents to its front doors.

[Attachment](#)

Name: Jonah Gutterman

Location: Voorhees, NJ

Date: April 21, 2026

Please keep and/or expand the bike lanes on the avenue. Having these are very important to commuters and tourists and are beneficial. Thank you.

Name: Stephen Fainer

Location: Washington, DC

Date: April 21, 2026

The plan should provide preference to pedestrians and bikes over cars. It should create the opportunity for community, development and mixed uses. Right now the corridor frequently feels dead. Tree coverage could be improved.

Name: Leigh Reuter

Location: Washington, DC

Date: April 21, 2026

I support maintaining the bike lane on Pennsylvania Avenue and see no issues with moving it from the center of the Avenue as long as the lane is still protected. Painted bike lanes without protection are invariably monopolized by cars, causing cyclists to swerve into busy streets. As a frequent pedestrian, I think that trees providing more canopy should be prioritized over those maintaining sight lines. Also, I am staunchly against Pennsylvania Avenue bisecting freedom plaza. The current arrangement does not seem to be causing any traffic issues, and it seems to be regressive to divide a pedestrian plaza in order to return a street to its "historic alignment." Further, maintaining the contiguous plaza aligns with the traffic goals outlined by the plan. Cities should be designed for the people who live in them, not to conform to an ideal from a bygone era.

Name: Liam Brown

Location: Washington D.C.

Date: April 21, 2026

As a DC resident, I am writing to express my strong support for this plan's most important commitments — and to push the project team to go further in several areas where the current proposals fall short of the human-centered vision the plan claims to embrace. The reduction of the vehicular cartway and the introduction of a protected two-way cycletrack on the south side of the corridor are exactly the structural changes this Avenue needs. In a city where traffic violence continues to kill and seriously injure residents every year, reallocating road space away from cars and toward people on foot and on bikes is not just good urban design — it is a

matter of public safety. I strongly support the expanded pedestrian promenades on the north side, the proposed tabletop crossings at Indiana Avenue and at C and D Streets, and the removal of the "caterpillar" bike lane barriers that the plan itself acknowledges regularly injure people. I also want to specifically commend the Continuous Fastigate Allée Tree Alignment Option: framing the cycletrack with a dedicated tree allée gives cyclists a protected, shaded, and dignified corridor rather than treating the bike lane as an afterthought, and I urge the project team to prioritize this option. The explicit connections to the 15th Street and E Street bike lanes at the western end, and the inclusion of Capital Bikeshare stations throughout, reflect an understanding that cycling infrastructure only works when it functions as a connected network.

However, I want to register serious concerns about several elements of the plan. Retaining five lanes of motor vehicle traffic is still a very large road, and I would urge the team to revisit whether four through-lanes plus a dedicated turning lane is truly necessary — fewer lanes mean lower speeds, fewer conflicts, and fewer deaths. I am also concerned that the ten-foot-wide pick-up and drop-off zones on both sides of the cartway represent an enormous allocation of scarce street space to vehicle stopping, and I would ask whether that space could instead be used to widen the cycletrack or the pedestrian promenade. Most troubling to me is the note in the events section that "the bike lane could be utilized as service access" during events. This would displace cyclists from their protected infrastructure at exactly the moments when the Avenue is most active and the streets are most dangerous — and it sends exactly the wrong message about whose safety is the priority. The plan should make an explicit commitment to maintaining safe cyclist passage during all events. I would also flag that the Terraced Spaces Option at the Eastern End, which the plan's own summary notes retains "steps and walls that act as barriers," is incompatible with a truly accessible and walkable public space and should not be the preferred option. Finally, I would urge the project team to incorporate explicit vehicle speed reduction commitments into the final design — through lane widths, signal timing that prioritizes pedestrians, and posted speed targets — because without those measures, the volume of motor traffic this plan retains will continue to make crossing Pennsylvania Avenue an intimidating and dangerous experience for the residents and visitors the plan is meant to serve.

Name: Patrick Revord

Location: Washington, DC

Date: April 20, 2026

I have three comments regarding the draft Penn Ave concepts (presentation dated 4/2/2026).

First: I strongly support the inclusion of the two-way cycle track, as proposed throughout the corridor. Pennsylvania Avenue is a key bicycle/scooter route for both commuters and visitors to DC. I appreciate the full separation from traffic to improve rider safety. I encourage the designers to look to the Wharf cycletrack for insights on how to slightly separate the pedestrian zone and cycle zone (Phase 2 used a curb grade-change to great effect) to prevent

unintended mixing of the two modes.

Second: on 3rd to 13th Corridor proposal, I strongly oppose the Fastigate Allee option. In an age of increasingly hot cities, Fastigate trees provide very little shade to the thousands of people using the sidewalk, including the thousands of visitors and event-goers expected along this corridor each year, and cyclists along the cycletrack. Further, given the very wide scale of this corridor and the existing wide mature tree canopy, I see no aesthetic benefit to introducing fastigate trees.

Third: I'm disappointed by the design of the 'Symbolic and Functional Pole'. Design-wise, the poles are not human scale. A long row of 60' poles serves only the vehicles passing through the corridor.

Functionally, having managed an alley of outdoor flags in the past, I worry that flags will easily get wrapped around the poles and will not easily be untangled. I previously worked with 45-degree commercial-grade flagpoles that had bearings at each grommet that allowed them to spin freely and even they got tangled by the wind. We would have to get a man-lift out every few months to untangle them. Even for 20' poles, it was very labor-intensive. I also don't understand how they are 'functional', as they don't provide light, power, support shade structures, or any other function besides glorified banner poles.

Aesthetically, the proposed poles are lacking any defining characteristics that reflect the corridor. The vertical element extending beyond the horizontal makes them look like a ship's mast, which feels out of place for Penn Ave. The all-brown, smooth materiality is uninspired.

I understand the goal for unifying poles along the corridor, but why introduce a whole new aesthetic. Go with the tried and true Washington Globe, which provides light and power and can also support banners and flags.

Name: Rachel S.
Location: DC
Date: April 20, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: Jordan
Location: Washington, DC
Date: April 19, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: David Gayley Shaw

Location: Washington DC

Date: April 19, 2026

Either of these options would be wonderful improvements to PA Ave.

The city loves the revenue tourists bring, but does very little to accommodate moving them through the city. As a tour guide, one of the biggest challenges in touring in DC is space for bus drop off and pick-up. I highly recommend that any final plan have sufficient space for motor coaches to drop and retrieve passengers, as well as park.

Name: Jacob Heim

Location: Washington DC

Date: April 16, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: David King

Location: Washington DC

Date: April 16, 2026

I love the current alignment of the cycle track in the middle of the avenue. If you must move it to the south side of the avenue please include in your planning a barrier between the sidewalk and the cycle track. Pedestrians frequently cross mid block and do not always look for cyclists. Needless to say this is dangerous for all involved. Thank you.

Name: Nathan Hora

Location: Washington, DC

Date: April 16, 2026

Thank you for ensuring that the NCPC's Pennsylvania Ave. design concepts include buffered

two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: Adelaide Kelly
Location: Washington, DC
Date: April 16, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. I regularly ride in the current bike lane to access soccer and baseball games. This corridor of protected bike lane is vital for my connection to the rest of the city. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: Jack
Location: Washington, DC
Date: April 16, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: Eric Robinson
Location: Washington, DC
Date: April 15, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs."

Name: Chris Adams
Location: DC
Date: April 15, 2026

I was happy to see the concepts including bike lanes and separate pedestrian lanes. My family

primarily visits on bike or metro and in the decades we've been commuting downtown the volume of bike and scooter traffic had increased significantly. Having safe spaces for pedestrians and bike/scooter riders is really important for making it pleasant for everyone.

I would like to see more bike parking as that can often be in short supply.

Where possible, I would like to maximize tree canopy as that's really pleasant in DC summers. Reducing car traffic helps reduce heat and pollution but trees have long been a key part of what makes DC so nice.

Name: Vida Russell
Location: Washington, DC
Date: April 15, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs. I think having & supporting these bicycle lanes & parking will greatly enhance safety and encourage bike riding for locals and tourists, while also relieving congestion.

Name: David
Location: DC
Date: April 15, 2026

As someone who rides the bike lanes on Penn Ave NW to and from work every day, I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs. The dedicated bike lanes have saved my life and I hope to continue using them for daily commuting for years ahead.

Name: Dong Li
Location: Washington DC
Date: April 15, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations

of the designs.

Name: Adrien-Alice Hansel

Location: Washington, DC

Date: April 15, 2026

I was so happy to see that the National Capital Planning Commission has buffered two-way bike lanes together on the southern side of Pennsylvania Avenue in new design concept. As an active bike commuter by myself and with my children, I thank the Commission for shifting these lanes. As the Commission takes in public comment, I wanted to ask that any ongoing design work likewise work to separate pedestrian from the bike / scooter rider traffic. Additionally, I hope that bike parking in public spaces is a part of the Commission's future designs. Thank you for taking my comment!

Name: Ruby Steigerwald

Location: Washington, DC

Date: April 15, 2026

I am currently biking in Germany, and I am seeing first hand what safe bike infrastructure can do for everyone. Bikes and pedestrians are on lanes that are separated from auto traffic all over major cities. This creates an environment where MANY people bike, scooter, and walk. So many more than in DC! And this of course also helps motorist, too. There are fewer cars in the roads to contend with, and fewer bikes and scooters veering in and out of traffic. Our city could be so much safer and more livable with more separated bike lanes!

It's great that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes on the southern side of the avenue. I hope the Commission will also make sure that the designs separate pedestrians from bike and scooter riders. In addition, we need bicycle parking at the public spaces in any future phases of the design, this and others.

Name: Mark Sussman

Location: Washington

Date: April 15, 2026

See comments attached

[Attachment](#)

Name: Noah Whiteman

Location: Washington, DC

Date: April 15, 2026

Very excited for the improvements to the bike lane infrastructure here! Would love to see more options for parking a bicycle here, and some more separation between the folks riding bicycles and walking down this road. Such a beautiful piece of our city to enjoy, and a reduction in car traffic would be wonderful for the air quality and noise levels along the entire avenue.

Name: Maxwell Kozlov
Location: Washington DC
Date: April 15, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: Micah Messenheimer
Location: Washington, DC
Date: April 15, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: Jackson Crockett
Location: Arlington, Va
Date: April 15, 2026

I'm pleased that the NCPC's Pennsylvania Ave. design concepts include buffered two-way bike lanes, relocated to the southern side of the avenue. The Commission should ensure that the designs reinforce the separation of pedestrians from bike and scooter riders, and the Commission should explicitly include bicycle parking at the public spaces in the next iterations of the designs.

Name: Candice Mitchell
Location: Washington DC
Date: April 13, 2026

Do not add trees to Pennsylvania Ave. People who are touring in vehicles cannot see the buildings with more trees. There is no where to stop or hold to get past the row of trees to see

the buildings. Photos can be take from a vehicle or from across the street without the trees. Although the trees make canopy for shielding from heat, tourists don't come to this street to see the trees. Do not cut the plaza in half. It has a district purpose. A time capsule containing a Bible, robe, and other King relics was buried here to be opened in 2088. This should remain undisturbed as the planners intended.

Name: Max Broad

Location: Washington, DC

Date: April 13, 2026

National Capital Planning Commission
401 9th Street, NW, Suite 500N
Washington, DC 20004

New Plan for Pennsylvania Avenue
Public Comment
April 8, 2026

Re: Project #7509 - New Plan for Pennsylvania Avenue Design Concepts & Environmental Assessment Scoping

To the National Capital Planning Commission:

We write to ask you to consider taking pro-active, preventative measures as a way to safely manage rats without endangering the District's beautiful wildlife. DC Voters for Animals (DCVFA) is a non-profit founded in 2019 that lifts up the policies and poltiicians doing the most for animals and our community. We have over 1,000 supporters of animal lovers in the District, and have a robust history of advocating for animals in the nation's capital. In 2025 we co-founded a coalition to safely reduce the rat population called DC Responsible Rat Management that reduce the harms associated with chemical poisons called "rodenticides".

In the New Plan for Pennsylvania Avenue, we urge the Commission to incorporate sustainable, non-lethal rodent management into the Environmental Assessment and final design framework. Pennsylvania Avenue is America's ceremonial heart. As the nation prepares to mark its 250th anniversary and welcome visitors from around the world, the Avenue must project the cleanliness, dignity, and order that this moment demands. A world-class public realm requires world-class infrastructure maintenance — and that means confronting one of the most visible quality-of-life challenges facing the corridor today: its rat population.

Conventional rodenticide programs are expensive, require repeated application, and produce diminishing returns because rat populations rapidly rebound after lethal culls. They also carry documented risks of secondary poisoning to the raptors, scavenger birds, squirrels, and other wildlife that help keep the local ecology in balance. These are costs that responsible

stewardship cannot ignore.

DCVFA strongly encourages the Commission and its agency partners to:

1. Evaluate rodent management as a component of infrastructure modernization. The scoping process should explicitly identify rodent control as an environmental issue, analyze the impacts of conventional rodenticides on corridor wildlife and public health, and assess fertility control as a reasonable alternative.
2. Incorporate waste containment infrastructure into the design. The single greatest driver of urban rat populations is accessible food waste. The new design should mandate wildlife-resistant, sealed waste receptacles throughout the corridor and in the three main public spaces (Freedom Plaza, the Navy Memorial plaza, and John Marshall Park), as well as along the Avenue. Upfront investments in secure waste receptacles is a low-cost, high-impact way to prevent rats from gaining a foothold in the first place.
3. Pilot a fertility control program in coordination with DC Health and DC DPW. The Avenue's federal-District partnership is uniquely positioned to demonstrate that a major American thoroughfare can be both beautiful and humanely managed. Such a pilot would set a national model ahead of the Semiquincentennial.

The Plan's vision — the Avenue as a Venue — cannot be realized if visitors and residents associate the corridor with rat activity. Rodent visibility undermines the economic development goals the Plan rightly prioritizes, depresses foot traffic to adjacent businesses, and reflects poorly on the federal government's stewardship of the nation's most iconic street. A clean Avenue is not a secondary concern; it is a prerequisite for everything else the Plan envisions.

DCVFA stands ready to assist the Commission and its partners in reviewing fertility control options, identifying qualified vendors, and connecting this effort to ongoing rodent management research in Washington, DC.

Thank you for the opportunity to comment.

Respectfully submitted,

Max Broad
Executive Director
DC Voters for Animals
Washington, DC

[Attachment](#)

Name: Jennifer Penrose
Location: WashingtonDC
Date: April 12, 2026

This part of DC is so unappealing. It desperately needs more large shade trees; a magnificent fountain (that works and is kept in order) would also be appealing, some as magnificent as Trevi Fountain that would be a real draw. If you really want people to visit, it also needs more interesting shops to improve walkability.

Name: Vanessa Cieslak
Location: WASHINGTON
Date: April 10, 2026

I am all for making the city look more appealing. However, have there been any considerations made to how the redesign will effect rush hour traffic. As it stands now evening rush hour, heading east along Penn Ave between 13th and 9th Street is terrible. Reducing lanes will only exasperate and already near grid lock situation. An overall plan to deal with traffic in the downtown area should be addressed before an overhaul of Penn Ave.
Thank you.

Name: Edward Moser
Location: Alexandria
Date: April 10, 2026

For Penn Ave, more trees! Like Jefferson's poplars.

Take down the J. Edgar Hoover brutalism.

Build a facsimile of Adolph Cluss's Market.

Restore Matthew Bray's studio.

Regards,

Edward Moser
Historian and tour guide.

https://www.amazon.com/stores/Edward-P.-Moser/author/B001HOZI50?_encoding=UTF8&pd_rd_w=Spqgv&content-id=amzn1.sym.b5517fad-2e3a-47fc-b83b-ec32b2d60c6d&pd_rd_wg=EVChA&pd_rd_r=0fa93e0e-39af-4652-9b91-

Name: Ethan Wise
Location: Washington, DC
Date: April 10, 2026

Hello,

As a teacher in DC, who can only afford to get around the city by bicycle. I love and appreciate the bicycle lanes on Penn. Ave. They make me feel safe and secure as I travel around the city. They are also normally filled with tourist visiting our city. Without them, an additional danger would be added to my commute.

Name: Andrew Laing
Location: Washington, DC
Date: April 9, 2026

All of these alternatives would be enormous improvements over the status quo; this is very exciting. At the risk of making the perfect the enemy of the good, however, it seems to me that these are disappointingly less ambitious than the concepts developed a few years ago. The Linear Green and Civic Stage concepts in particular envisioned substantially more space for pedestrians, green space, and flexible uses (events, vendors, etc.), and it's really unfortunate that the new concepts continue to dedicate so much of this precious space to travel lanes for cars. I hope that can be corrected as the process moves forward.

Name: James
Location: Reston, VA
Date: April 9, 2026

Need bus-only lanes along Pennsylvania Avenue, along with bus priority traffic lights

Name: Taylor Callaham
Location: Washington, DC
Date: April 9, 2026

The scope of the project is exciting and we are very supportive of the overall direction. We did want to call attention to the 600 block of Indiana and ensure that vehicular traffic remains 365 days/year. The new hotel currently under construction at 601 Indiana will otherwise be inaccessible. Thank you.

Taylor Callaham
601 Indiana LLC

Name: Lauren Marcinkowski
Location: Washington, DC
Date: April 9, 2026

Please consider removing additional traffic lanes and directing the excess space instead to bus priority lanes. As it is, you are effectively only removing one lane with the design of 5 driving lanes and 2 PUDO lanes, as PUDO is never enforced in the District and will be used as additional driving and idling lanes. This is an excessively wide and lightly used road that presents an incredible opportunity to create a desirable space for people with tree-lined walking paths, vending, playscapes, and event space. See for reference: Calle de la Princesa in Old San Juan, Puerto Rico.

For the proposed options, my preferences are: 1) 3rd to 13th Corridor - Staggered Canopy Grid Tree Alignment Option; 2) Eastern End - Tiered Open Spaces Option; 3) Market Square - Neighborhood Garden Rooms Option; 4) Western End - Contiguous Freedom Plaza Alternative, Expanded Plaza Option.

Name: daniel straub
Location: alexandria, virginia
Date: April 9, 2026

Thank you for the excellent work on the Public Space Concept Plan Options for PA Avenue presented on April 8th. As a citizen, I was quite impressed with the quality of the proposed concepts and the graphic images along with the quality of the presentation and Q/A session. As a Planner/Urban Designer I was also impressed with several aspects of the presentation and especially the proposed use of trees to help shape the urban design character of the corridor, the views of historic buildings & spaces in the public realm, and the character of the public spaces along the corridor.

However, as a Landscape Architect, I remain concerned with what appears to be an early proposal of tree monocultures of either typical spreading canopy trees or special upright pencil canopy trees used as uniform architectural elements for the design concepts. The lessons of urban forestry and municipal arboriculture from the past several years on tree species selection and urban monocultures should be included at this very early stage of concept development to prevent costly design decisions as the project proceeds. In addition, since trees as design elements are living organisms that require sufficient rooting space along with adequate maintenance and replacements over time, the practicability of maintenance issues along with sustainability and life-cycle parameters should be included in the development of concept options and plans (even if species are not specified at this early stage in the planning process). Thanks for the opportunity to comment.

Name: Audrey Magnuson
Location: Washington, DC
Date: April 8, 2026

Please consider the canopy tree design instead of the columnar tree design to maximize shade and increase comfort for pedestrians during events and commuting. Thank you!

Name: Blair Daniel
Location: Washington DC
Date: April 8, 2026

Moving the bike lanes to a separate, protected area is great. I rely on biking and walking to move around the city, especially this part of the city. Having separate and protected bike lane helps keep pedestrians, bikers, and drivers safe and I want to empathize my support for this aspect of the design above all else. I appreciate the proposal to reduce the number of lanes for cars and increase pedestrian areas and increase shade in this plan. This will help when the space is used for events.

Name: Patricia Wood
Location: Arlington
Date: April 8, 2026

Hello,
Please add more shade trees. They provide some relief from the hot summers here, add color in the fall, and are beautiful with snow on the bare branches in winter. Also budding trees bring hope after a cold, dark-ish winter.

Fewer cars and more pedestrian walkways would be appreciated. DC is a very walkable city, fewer cars would provide a safer environment for pedestrians. Please keep a lane for buses. Locals and visitors sometimes need a quicker way to get from here to there.

Can Freedom Plaza have more trees without lowering the level? It seems to me creating holes and/or trenches for trees would be less disruptive to traffic, businesses and pedestrians than lowering the whole park. As a height challenged person I enjoy looking around from a bit of height.

Thank you,
Patricia Wood
Arlington, VA

Name: Sue Leonard

Location: Reston, VA

Date: April 7, 2026

I am opposed to the proposed changes to Freedom Plaza. It has historical significance that will be diminished if it's lowered and especially if there's a cut-through for traffic. Freedom means something that we should cherish, not consider as an impediment to traffic. Let it rise above street level. I do support adding tree cover.

If I read part of this correctly, there's a proposal to line Pennsylvania Avenue with flags. That's as stupid as the recently installed gaudy flags on the north and south sides of the White House. False patriotism for performance only.

Name: Brendan Oudekerk

Location: Washington, DC

Date: April 7, 2026

Canopy Trees are the much more visually appealing option. They also aid with reducing heat islands and provide much needed shade in the warmer months

Name: Ben D

Location: Washington DC

Date: April 7, 2026

Pennsylvania Ave should be designed in a way that fits global capital cities with an emphasis on active transportation modes such as walking and biking safely with good tree shade to allow for enjoyment of such activities. DC does not need more car sewers and we should do more to reduce traffic to enable Americans to enjoy America's Main Street

Name: Miranda Sherrill

Location: Washington, DC

Date: April 7, 2026

Please do not take up any lanes for cars. No matter how attractive you think you are making the pedestrian areas, no one will come to them if they cannot get there by car. Yes, please fix the trees and the paving stones and exposed wiring and random ugly utility boxes, and yes add places for rainwater to drain, but it would be extremely short-sighted to add paved over pedestrian areas that take away lanes for cars.

Name: Shah

Location: Arlington, Virginia

Date: April 7, 2026

I drive in dc 7 days a week and please for the love of God keep these stupid designs and ideas with you and don't destroy Pennsylvania ave like H, I, 9th, 11th and 20th street with stupid and poorly designed bus and bike lanes. It's causing more congestion and traffic with is already bad in dc so please don't do anything to Pennsylvania or any other street if you want to do something fix the bumpy roads and fix the stupid bus lane on H and I street and bring 11th street to how it was before. And spend the millions of dollars on something better like healthcare and needy people and homeless. Or lower the taxes. I repeat please don't do anything to Penn ave or any street with the stupid designs. Thank you

Name: Muhammad

Location: Arlington, Virginia

Date: April 7, 2026

I work everyday in dc I drive limo and uber so I know the street and please stop taking lane from traffic and cars with these stupid bus lanes, bike lane and now this stupid design. Don't do anything to Pennsylvania ave and fix the stupid bus lane on H and I street behind White House always traffic there now. And now you want to spend millions of dollars to make more traffic on Penn ave. You destroyed 11th street. h and I street along with 9th and 20th street I can go on and on. So please spend that money somewhere else and stop destroying these streets with stupid designs. It creates more traffic and congestion. Thank you. I hope someone is smart enough to understand and stop taking lanes from street.

Name: Taylor Johnson

Location: Hyattsville, MD

Date: April 7, 2026

Hello, I read that the plan includes narrowing the traffic lanes on Pennsylvania Ave which I hope will be used to make more pedestrian and cycling space instead of car space. I would urge the designers to include the mature willow oak trees already existant on Pennsylvania Ave. They provide shade and a cool respite from the heat and humidity so common in DC summers. Take a walk one day across the front of the Old Post Office and then feel the cool breeze as you walk under the trees on the other side of 12th St. If these trees are cut, it will take another human generation before the replacements provide equivalent protection. They keep the sidewalks and area around the public buildings cooler, thus reducing the effect of the city heat island and the buildings use less energy to cool down. In addition, these trees have absorbed and continue to absorb carbon and pollutants, thus helping to make our downtown area healthier. And the tourists love the squirrels that live in them!

Name: Christopher Robinson

Location: Arlington

Date: April 7, 2026

The bike lane, as it currently stands, is iconic. It's also a joy to ride on--easily the best in the whole city. The views are amazing, and the travel times are fast. Why are the travel times fast? The lanes are free from the hazards that come with pushing the lanes into mixed-used territory. If the planning Commission is insistent on messing with this amazing infrastructure, please be mindful that cyclists ride fast, and there should be a barrier to keep meandering pedestrians from running into harm's way. Otherwise, the cyclists will just go on the road, and no one will be happy. Just look at how useless the Maine avenue bikeway is. So, for instance, the rendering that has benches lining the cycletrack? Awful idea. Thank you. -Chris

Name: Jonathan Monaghan
Location: Washington DC, NE
Date: April 7, 2026

Thank you for providing these materials.

These proposals renew a sense of a civic pride in my city and country. Thank you!

Penn ave should certainly have its lanes reduced and have a better and safer bike path. I support the canopy trees and flag pole proposal. It is absolutely beautiful to see the flags aligned up to the capitol.

Many of the plazas and squares are currently underutilized, dirty, and are places that people actively avoid because of safety concerns. It is essential that changes are made. Redesigning John Marshall Park should encourage more public and tourist use and deter vagrancy. Specifically I think the more open Hillside Pavilion option should encourage more pedestrian traffic in the area. A large, engaging public artwork by an American artist here as suggested would also help encourage more use and pedestrian traffic.

I support Market Square Crossroads option, particularly the art spine along 8th Street. It is essential we support American artists, and we need more opportunities for public art for artists living and working in the states. I hope that local artists are also represented in future public art along the corridor.

For the Western End, I support the Contiguous Freedom Plaza Alternative, Expanded Plaza Option. DC continues to benefit from more pedestrian focused urban design. This area particularly is always packed with tourists and pedestrians, and this design gives them the most space. This design also seems best for the bike lane connections on E and Penn.

I am excited about the future of downtown DC. These changes are long overdue.

Name: Robin Muse
Location: Fairfax, VA

Date: April 7, 2026

I lived in DC for many years, including when Freedom Plaza was first created. I also take many day trips to the area.

A concern is removing the existing trees for columnar trees. You will lose the very much needed shade. The avenue will become too open to the sun and miserable to walk during the hot days of DC. There will be no respite.

Freedom Plaza was raised to allow the visitors a raised platform to understand Le Enfant's design. It also acts as a stage. A raised platform is easier to monitor.

I would think more than twice in making these changes. You need to keep this user friendly and not just visibly appealing from inside a car. Flags can be added to mall or Pennsylvania Ave. during holidays or peak tourist season.

Name: Robert Merry

Location: Silver Spring

Date: April 7, 2026

The road should be shut down to 4 lanes in total, 2 for cars and 2 for buses only. Additionally, there should be added bike lanes and large sidewalks that will allow for shaded walking.

This will increase the walkability of the area, and make it safer to cross the street.

Name: Georgia Lucas

Location: Falls Church

Date: April 7, 2026

Each year, hundreds of thousands of visitors see DC by motorcoach. On any given day, there can be over 300 motorcoaches in DC. Please include designated motorcoach loading and unloading zones, and even parking spaces. Too often, coaches are forgotten in city planning despite the fact that they are a comparatively efficient way to move people around the city (a standard coach holds 55 passengers).

Name: Reggie Govan

Location: Washington, DC

Date: April 7, 2026

I support planting canopy, not columnar, trees and support redesign of the current triangle into two triangles.

Name: Nico

Location: Washington, DC

Date: April 7, 2026

This stretch of Penn Ave should be centered around a few critical things — people and ease of movement. Reducing the number of car lanes to improve pedestrian safety, adding dedicated bus lanes and infrastructure, and increasing the overall tree canopy with shade trees should be high priority for the next generation of Penn Ave to come. Adding protected bike lanes, planters, and vending opportunities along the pedestrian areas would help activate this avenue year-round as well.

Name: Lucy
Location: DC
Date: April 7, 2026

Any new design should be as pedestrian and bicyclist friendly as possible. Adding trees along the avenue will also help alleviate heat in this part of the city (emphasis on trees and greenery!). Add water fountains, benches, and shopping & fast casual dining options for easy access by pedestrians. Add Capital Bike docking stations.

Name: Cecile Murray
Location: Washington, DC
Date: April 7, 2026

Please ensure that a dedicated cyclist lane is provided as part of the new designs. The existing bike lane is a bit awkward in the middle of the street, but it is much safer for everyone if cyclists are separated from cars and have signals dedicated for bikes. This is especially important near the National Mall, where many tourists rent bike shares (without helmets!) and may not be experienced with urban biking. Penn is a grand Avenue - give us a beautiful bike lane and show the world how multimodal infrastructure can be done beautifully without sacrificing function or safety.

Name: Susan Weinstein
Location: Washington DC
Date: April 7, 2026

Re: Tree for Pennsylvania Avenue
I strongly endorse canopy trees be used for the redevelopment of Pennsylvania Avenue. The columnar trees are too Euro-formal and the look too regal. American streets are known for shade trees. They are friendlier and more welcoming. It is also necessary to have shade in the summertime with the heat in Washington DC. Have mercy on the locals and visitors and let there be some shade.

Name: Jordan Riesenber
Location: Washington, DC

Date: April 6, 2026

I'm really looking forward to the redesign of Pennsylvania Avenue, and just wanted to offer a few thoughts:

-On the option of columnar trees versus shade trees, given the relatively hot and humid climate of DC, I think shade trees would be preferable to maximize the comfort of street users and mitigate urban heat island effects in DC.

-As you refine the designs, consider ensuring that planters for the shade trees are such that they can grow very large (see nearby K Street east of Mt. Vernon Square for inspiration). Having planters that allow trees to grow very large helps not only to create a broad canopy but also give a timeless appearance of old and mature trees for future generations similar to other Old World capitals. Otherwise, the moment trees start to get big and beautiful, we're forced to cut them down because they become too big for the planters or damage the sidewalk.

-Consider whether the Eastern End alternatives should have crosswalks across Pennsylvania Avenue that are north/south oriented rather than orthogonal to Pennsylvania Avenue. It would depend on refinements to the walking paths in the park and pedestrian flows, but it's always been a pet peeve of mine when the crosswalks don't really line up with the logical pedestrian flows and paths.

-Avoid additional water features being added, as they tend to go out of service and become unsightly and NPS often takes a long time to repair them for various reasons (see Meridian Hill Park).

-Strongly support the Crossroads Galleria space for a potential permanent home for daily markets (farmer's market, produce, art, etc.). Something like the holiday market at Gallery Place but year-round space for rotating vendors would be a nice addition to Downtown. DC seems to lack the fine-grain commercial streets of other global capitals, so opportunities for small-scale retailers to gain a foothold and grow would be helpful for the Downtown economy while also likely becoming a tourist attraction for visitors and a handy year-round place for residents.

-Should there be a mid-block crossing between Navy Memorial and Archives? The concept seems to imply another place to cross Pennsylvania Avenue but there isn't actually a place to cross there without out-of-direction walking. I like the Crossroads concept, I'm wondering if we could get a woonerf-like space for that block.

-I don't really like the Diagonal Cartway alternative for the Western End, as I worry breaking up the plaza into so many small pieces which are all surrounded by roadways will make the space rather awkward and empty most of the time. I think the Contiguous Freedom Plaza alternative is superior, especially if the road on the north side of the plaza can get a woonerf-style treatment (see Yards Pl SE in Navy Yard for examples). I fully support bringing the plaza down to street level though, and adding more shade and other amenities to enliven the current dead space, and it seems leaving the diagonal open for Inaugural Parade routes (and keeping the view of the Capitol Open) would be an acceptable compromise to not having the permanent roadway go through the middle of the plaza.

-Again, it might be best to avoid more water features since they break down often and are usually not repaired for years at a time. Consider other creative ways to activate the space (swings at the Wharf, for example).

-My personal favorite is the Expanded Plaza option, though perhaps swapping the water feature for the framed plaza.

-Thank you for all the hard work on this; very excited to see the final result!

Name: Sean Higgins

Location: Washington, D.C

Date: April 6, 2026

I support:

1. 3rd to 13th Corridor Base Alternative — Staggered Canopy Grid Tree Alignment Option
2. Hillside Pavilion Option
3. Western End — Diagonal Cartway Alternative, Planted Respite Option

I regularly walk and bike along Pennsylvania Avenue for both commuting and leisure, and the corridor is poorly built for how important and heavily used it is. It does not function as a welcoming, connected public space, and it falls short for the people who use it every day.

This area needs more trees and shaded, multimodal space to make it more comfortable, more usable, and more appealing as a place people actually want to spend time in. Pennsylvania Avenue should better connect downtown and the Mall and should be designed with walkers and bikers in mind.

A better-designed avenue would help draw in businesses and residents who might otherwise assume this area is only meant for tourists. It should feel like part of the everyday city as well as a major civic space.

Name: Georgia Philippe

Location: Normal Illinois

Date: March 31, 2026

DO NOT MOVE FORWARD WITH THE BALLROOM!!! IT IS HIDEOUS. IT ISN'T REALISTIC. IT COSTS TOO MUCH. NO ONE WANTS IT. DO NOT VOTE FOR THIS ABOMINATION!!!

Name: Jeff

Location: DC

Date: March 30, 2026

Where is Penn Ave?

Public Comment Summary

Public Comment Background

- Public comment period was open for the month of April on NCPC website
- Over **200** comments were received
- Letters Received from Organizations:
 - DDOT
 - National Trust for Historic Preservation
 - Committee of 100
 - DC Voters for Animals
 - Hill Family Biking
- Public comments will be published by NCPC

Public Comment Summary

Popular Topics

#1 Bikes

#2 Shade

#3 Reducing Car Lanes

Corridor Alternatives Summary

Some comments specified preferences for alternatives and options, summarized below:

Staggered Canopy

Columnar Allee



Symbolic Poles

No Symbolic Poles



WHAT WE HEARD...

- Symbolic framing is important
- Shade is necessary for DC summers
- Bike safety is valuable to both bikers and pedestrians
- Positive feedback on the reduction of car lanes
- Mixed review on the symbolic poles

Western End Alternatives Summary

Some comments specified preferences for alternatives and options, summarized below:



WHAT WE HEARD...

- Central Plaza alternative feels safer for pedestrians
- Concerns over traffic changes with the Historic Alignment alternative
- Skateboarder community concern with changes to the cultural skate spot of “Pulaski Park”
- Need to maintain open space for events, first amendment activities, etc.

Market Square Crossroads Summary

Some comments specified preferences for options, summarized below:

Crossroads

Garden Rooms



WHAT WE HEARD...

- Encourage the placement of art in Market Square - Art Spine
- Indiana Avenue viewshed is valuable
- Would like more retail activity here
- Safer crossing at the Market Square block - Mid-block crossing or woonerf?

Eastern End Crossroads Summary

Some comments specified preferences for options, summarized below:



WHAT WE HEARD...

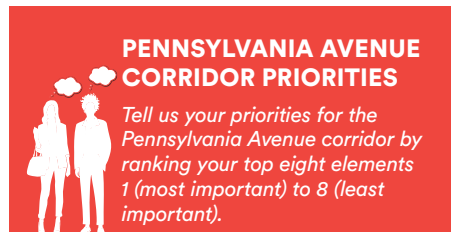
- Desire for shade and/or keeping the existing tree canopy
- Make sure the park is able to host multiple scales of events
- Good location for public restrooms - pavilion?
- Some mention of John Marshall Park needing to be assessed for eligibility for the National Register

NBM Public Engagement Feedback

Corridor Priorities Vote

As part of the Pennsylvania Avenue Corridor Priorities Ballot, participants were asked to rank their priorities from a list of elements that would help shape the future redevelopment of Pennsylvania Avenue.

The ballot prompted respondents to rank their top eight elements from 1 (most important) to 8 (least important).



- Shade
- Variety of food options
- Restrooms
- Views to the Capitol
- Hydration stations
- Planted spaces
- Flexible seating/benches
- Other _____

The results of the ballot identified which elements were most and least favored by participants. In addition, responses submitted under the “Other” category provided valuable insight into additional features and considerations that the public would like to see incorporated into the Pennsylvania Avenue Corridor redesign.



Corridor Priorities Vote

Ballot Results & Rankings

#1 Shade

#2 Flexible Seating/Benches

#3 Planted Spaces

Rank 4: Views to The Capital

Rank 5: Restrooms

Rank 6: Hydration Stations

Rank 7: Variety of Food Options

Rank 8: Other

Corridor Priorities Vote

Common Themes Across "Other" Responses



**BIKE
INFRASTRUCTURE**



**SAFETY &
ACCESSIBILITY**




**NATURE, TREES &
ECOLOGY**



**ART, CULTURE &
HISTORY**




**FOOD, MARKETS &
STREET LIFE**



**TRANSIT, CURB &
OPERATIONS**



**AMENITIES &
INFRASTRUCTURE**



**PLACEMAKING &
EXPERIENCE**



**CIVIC /
MISCELLANEOUS**

Corridor Priorities Vote

All "Other" Responses



BIKE INFRASTRUCTURE

- Bike Lane
- Biking Lanes
- Bike lanes
- Bike lanes
- Cyclist Lane
- Cycling Lane
- Protected Bike Lanes
- Bike Lanes! (Protected)
- Keep Good Bike Lane
- Large Sidewalks & Cycle Lanes



SAFETY & ACCESSIBILITY

- Safety
- Safe
- Safe – Space
- Safe – Sidewalks
- Safe – Sidewalks – Walking
- Pedestrian Safety
- Pedestrian & Crossing Improvements



ART, CULTURE & HISTORY

- Art
- The arts (murals, public art, sculptures)
- Art Installations, Enhanced Lighting
- Fairy Lights
- Art & Historical Info
- Historical Walking Tour Signs



NATURE, TREES & ECOLOGY

- I really prefer the POV of the Canopy Trees
- Staggered Canopy
- Natural / Staggered Canopy
- Native Plants
- Habitat for local species
- Bio-diversity
- More Parks
- Native Plants
- Habitat for local species
- Bio-diversity
- More Parks
- Lavender - Large Scale



FOOD, MARKETS & STREET LIFE

- Outdoor restaurants / cafés
- Seated Cafes
- Space for markets / pop-ups
- Market Pop Up
- Flower Kiosks
- More Ice Cream Trucks
- Street Life



PLACEMAKING & EXPERIENCE

- Bus Priority Lanes
- No parking, only loading
- ParkMobile
- Running Paths



AMENITIES & INFRASTRUCTURE

- Public Wi-Fi
- Trash Can
- Restrooms
- Water bottle filling stations
- Maps
- Please fix Indiana Avenue



TRANSIT, CURB & OPERATIONS

- Charm & Ambiance
- A full-service beautiful experience
- Adjacent uses that are active




CIVIC / MISCELLANEOUS


- Funding for Public Service
- Successful protest available within minimal time (<24 hours)
- Yes

Corridor Priorities Vote


Other Comments, Annotations, and Comments Written on Ballots




Maintain Lafayette's vision for the city, and the inherent interconnectedness of the Capital + White House



Soften the hardscape. Washington D.C. is 200 years old. Make Pennsylvania Ave. Reflect that!!



I don't like the columnar trees lining the road – too fascist, reminds me of Italian colonnades.



Please consider pedestrian only for Indiana Avenue in front of 601 from 7th to 6th



- Keep Bike lanes Separate/Protected.
- Canopy Trees.
- Water Drinking Fountains.
- More children's spaces.
- Flag poles with LED lighting changing colors for events.

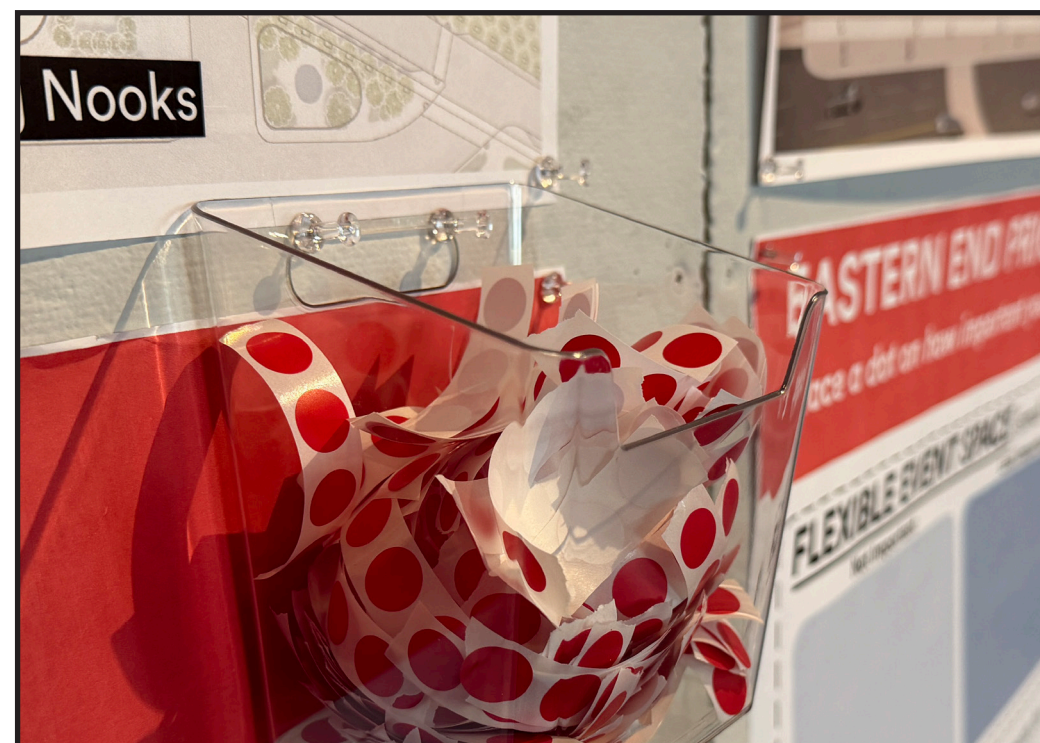
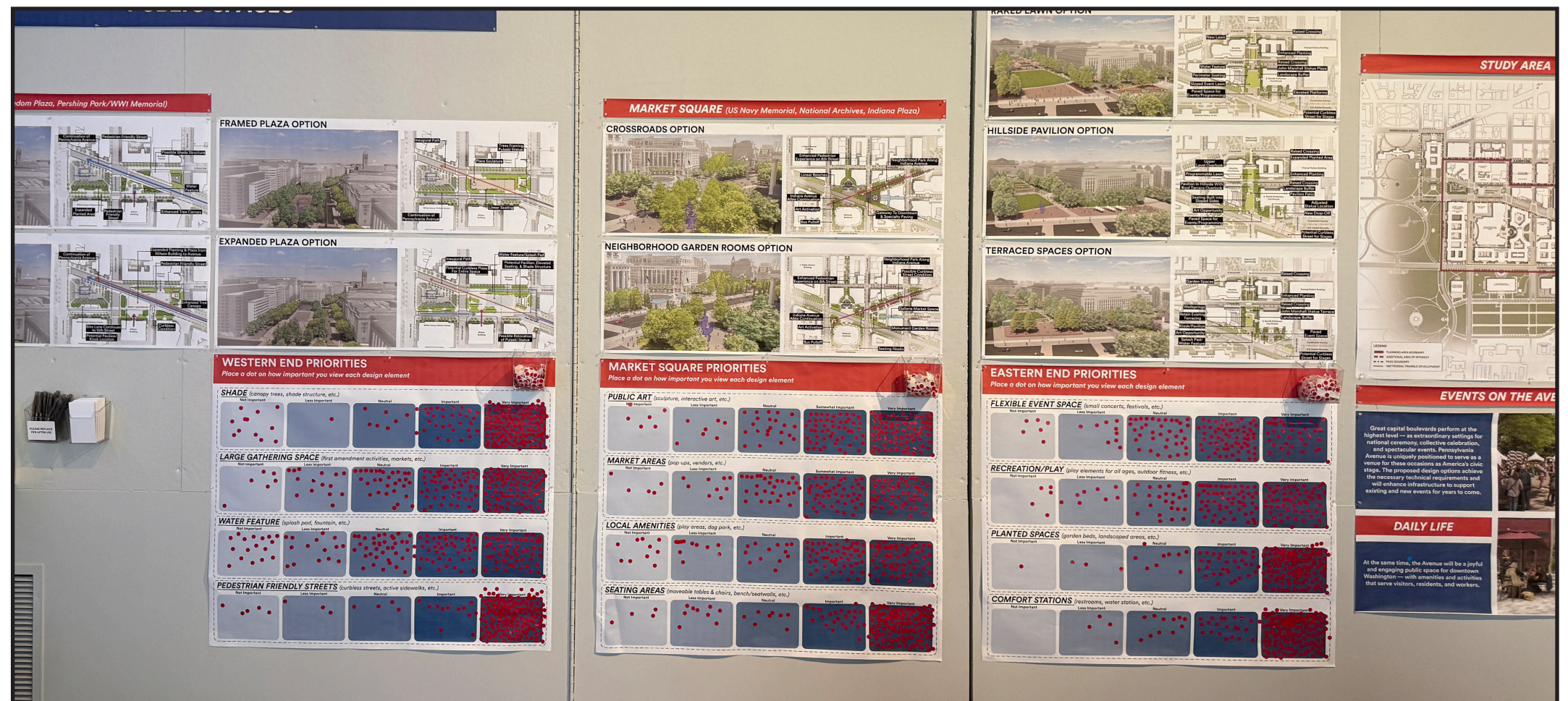
All Responses:

- Natural Full vs Vertical Trees providing shade
- Large canopy trees
- Plaza Majors (European Style)
- Free public restrooms
- Views of the Capitol- Open up canopy at set locations to reveal view
- Restrooms- Never Enough Japan gets it right
- Plants / Trees Always comforting especially in D.C. Summer
- Some shade
- Restrooms only with constant cleaning
- Thank you for all you are doing!
- Alyssa, Isabella, and Jenish did an outstanding job engaging and informing us. Thank you!
- Please relocate the blue toilet at the corner of Indiana and 7th. So smelly and unsightly.
- Please consider pedestrian only for Indiana Avenue in front of 601 from 7th to 6th.
- What is the timeline for the university taking over the court building?
- Indiana Avenue focus!! Safety should be walking only. No cars.
- Adding more angled parking on Indiana Avenue was a big mistake. This tiny short road should not have any parking. There are (2) parking garages 1 block away. With the hotel going in it will be worse. The 7th St end should be closed and 6th St should be a circular entrance for deliveries and emergency only to any business/residence on Indiana. And please remove the throne toilet!!
- Canopy Trees. Need Shade... It is hot. Don't need symbolic poles. I like bike lanes and expanded sidewalk. Car pull over lane is good. Walkable + Accessible

Urban Spaces Priorities Activity

During this activity, participants voted on priorities for the **Eastern End**, the **Western End**, and **Market Square**. Each area featured a set of location-specific design options.

Participants placed red stickers next to the options that resonated most with them, using the stickers to indicate the level of importance they assigned to each design element—ranging from very important, important, neutral, less important, and not important.



Western End Results

Priorities for the Western end of Pennsylvania Avenue as ranked by stakeholders.

Pedestrian Friendly Streets (curb-less streets, active sidewalks, etc.)



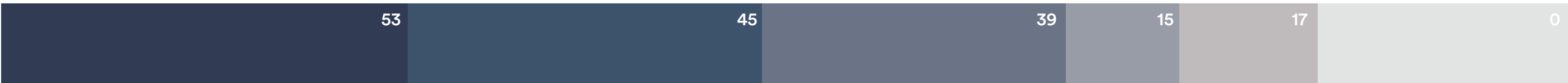
Shade (canopy trees, shade structure, etc.)



Large Gathering Space (first amendment activities, markets, etc)



Water Feature (splash pad, fountain, etc)



- Very Important
- Important
- Neutral
- Less Important
- Not Important

Market Square Results

Priorities for the **Market Square** end of Pennsylvania Avenue as ranked by stakeholders.

Seating Areas (moveable tables & chairs, bench/seatwalls, etc.)



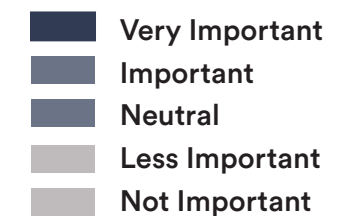
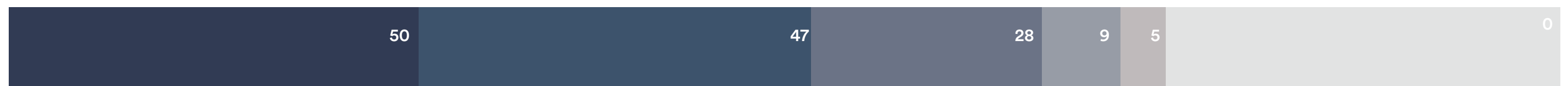
Public Art (sculpture, interactive art, etc.)



Local Amenities (play areas, dog park, etc.)



Market Areas (pop-ups, vendors, etc.)



Eastern End Results

Priorities for the Eastern end of Pennsylvania Avenue as ranked by stakeholders.

Comfort Stations (restrooms, water station, etc)



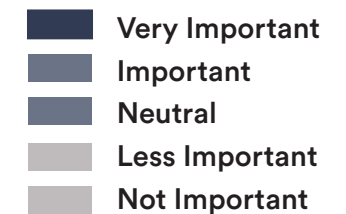
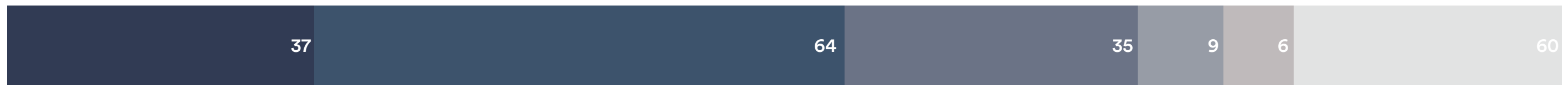
Planted Stations (garden beds, landscaped areas, etc.)



Recreation/Play (play elements for all ages, outdoor fitness, etc.)



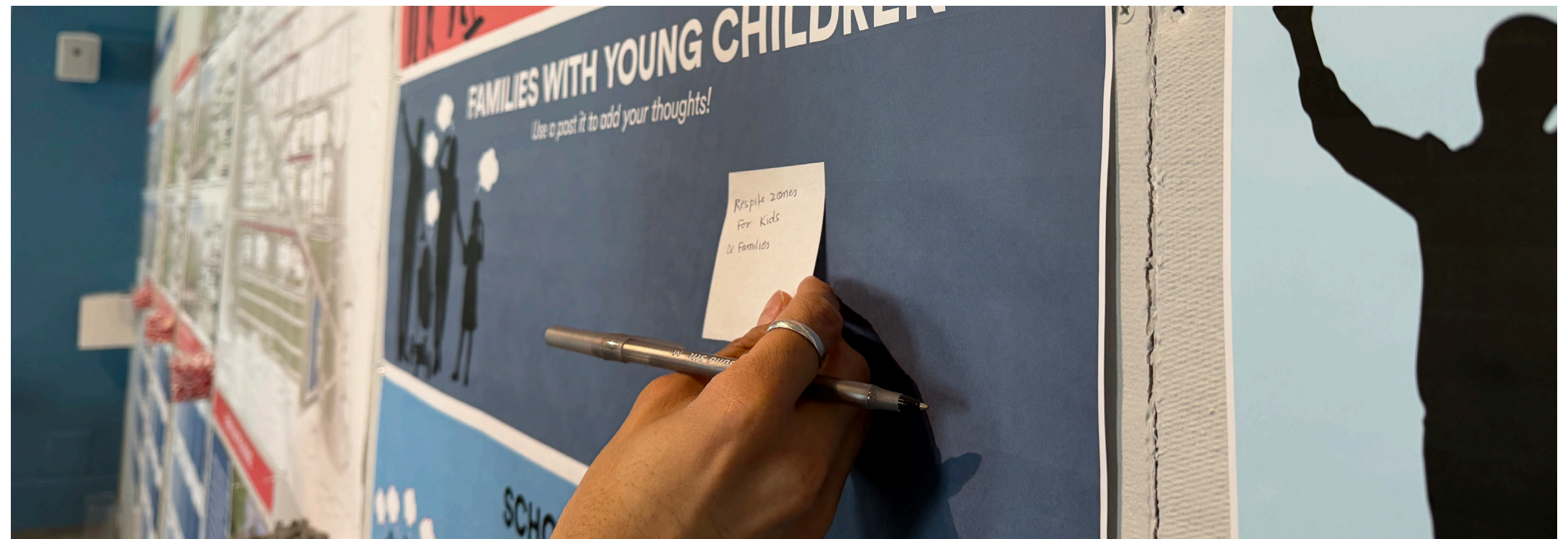
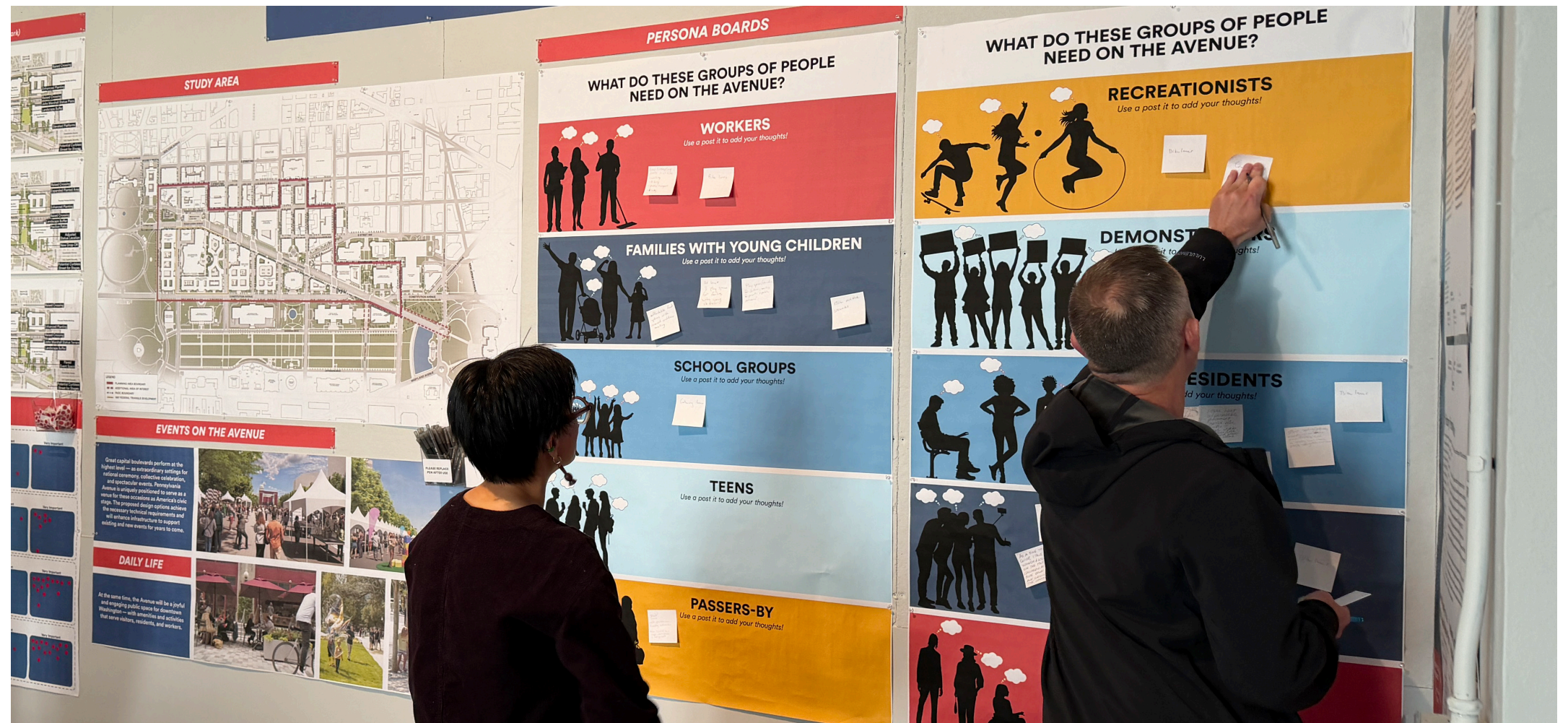
Flexible Event Space (small concerts, festivals, etc.)



Persona-Based Activity


For this persona-based activity, the public was asked “What do these groups of people need on the Avenue?”. This activity made people question both for themselves and others what features, amenities, and experiences aren’t present on the Avenue today.

Participants wrote their needs or desires for a certain group on a post-it note and placed it in its designated section.



Persona-Based Activity: "What These Groups Need on the Avenue?"

Workers



More frequent farmers market

Clean public restrooms, affordable eats, shaded & ventilated seating

Easy commuting path in all forms: walking, biking, public transport and driving

Places to rest and hydrate & eat

Spots to sit & eat

All Responses:

- Spots to sit & Eat
- Lunch
- Metro Access
- Decrease number of cars
- Bike lanes
- Waster Fountain | Filling Station
- Better Metro Signs
- Platform doors for metro
- More Metro stops/trains
- Cheap Lunch
- More frequent farmers market
- Removal of parasite at 1600 Penn Ave.
- Bike lanes
- Bathrooms
- Bike lanes
- Bathrooms
- More Shade
- Fair paying and cool drinks
- Clean public restrooms, affordable eats, shaded & ventilated seating
- Bus lanes
- Easy commuting path in all forms: Walking, Biking, Public transport and Driving
- Places to rest and hydrate & eat

Persona-Based Activity: "What These Groups Need on the Avenue?"

Families with Young Children



Water features they can play in

Affordable food options with covered outdoor seating

Clean public family restroom, affordable varied eats, shaded, safe + ventilated seating

More mid-block crosswalk

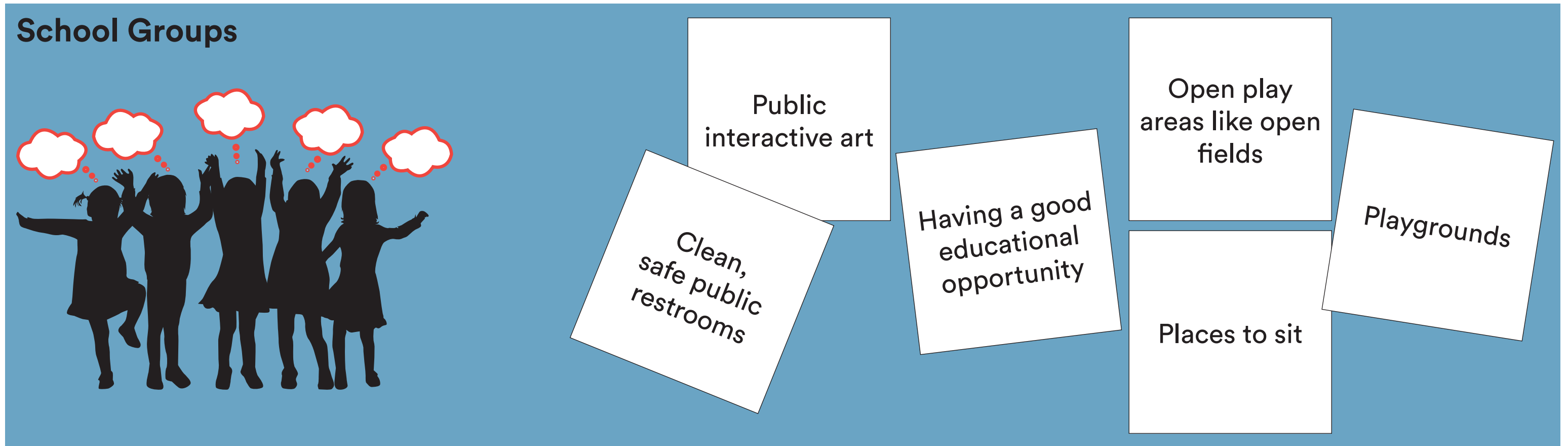
Ability to touch water feature

Play spaces/structures for children, seating for parents & public restrooms

All Responses:

- Safe
- Water features they can play in.
- More Cherry trees
- Adventurous – Tick and Safe – Cross
- Affordable food options with covered outdoor seating
- A park for sports
- A pool
- Ability to touch water feature
- More Mid-block crosswalk
- Parks + Gyms for kids to play + Food areas
- Sidewalks
- Play spaces/structures for children, seating for parents & public restrooms.
- Clean public family restroom, Affordable varied eats, Shaded, safe + ventilated seating.
- At least 3 play spaces for families with young children.

Persona-Based Activity: "What These Groups Need on the Avenue?"



All Responses:

- Separate rooms for groups
- Public interactive Art. Shaded open + Safe ventilated seating
- Clean, safe public restrooms
- Having a good educational opportunity
- Playgrounds
- Open play areas like open fields
- Places to sit + Educational things

Persona-Based Activity: "What These Groups Need on the Avenue?"

Teens



Teens need third spaces – safely gather and party (They are still kids)

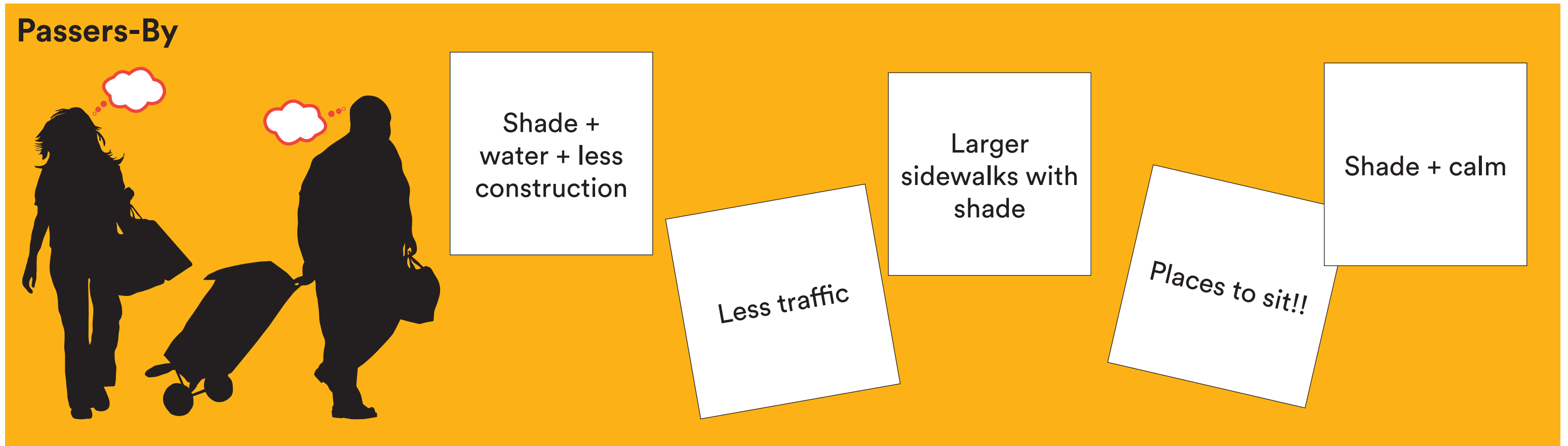
More benches, not enough comfy ones. Wifi connectivity, playgrounds, more interactive museums

Places to congregate in small groups

All Responses:

- Teens need third spaces – safely gather and party (They are still kids)
- Gathering areas
- More benches, not enough comfy ones. Wi-Fi connectivity, Playgrounds, more interactive museums.
- More places to hang
- 3rd Spaces (Free)
- Places to congregate in small groups

Persona-Based Activity: "What These Groups Need on the Avenue?"



All Responses:

- Please make it more nature
- Shade + Water + Less construction
- Less traffic
- Shade + Calm
- Larger Sidewalks with shade
- Places to Sit!!

Persona-Based Activity: "What These Groups Need on the Avenue?"

Special Events Attendee



More ADA accessible entry/exit ways

Would be great to provide space for food kiosks

Free water bottles/refill

More directional or attractive guidance signage

Shade! Wide pedestrian friendly sidewalk. Also, covered bus stops where shade is not present.

All Responses:

- Enhanced Events Activation feature
- More ADA Accessible entry/exit ways
- Would be great to provide space for food kiosks
- As a bike tour guide, I have seen wonder & amazement on the faces of children as they bike down Penn Ave looking at the Capitol.
- More directional or attractive guidance signage
- Free water bottles/refill
- Shade! Wide pedestrian friendly sidewalk. Also, covered bus stops where shade is not present.

Persona-Based Activity: "What These Groups Need on the Avenue?"

Recreationists



Great views

A place for children to be children without hate

Water bottle filling station

Playgrounds

Smooth sidewalks

Bike lanes

All Responses:

- Great views
- Things/places to help them
- Bike lanes
- A place for children to be children without hate
- Water bottle filling station
- Playgrounds
- Bike lanes
- Smooth sidewalks

Persona-Based Activity: "What These Groups Need on the Avenue?"

Demonstrators



Flexibility -
Need to be
able to use
it daily also
adapt to
events

The ability to
enter Freedom
Plaza from
multiple
directions

Protection

Visibility
towards White
House +
Capitol

The capacity +
sound system
access to Penn
Ave

Bike racks,
shade, water
fountain,
seating
(non-hostile)

All Responses:

- Flexibility - Need to be able to use it daily also adapt to events
- The ability to enter freedom plaza from multiple direction. The capacity + sound system access to pen nave. Ability for large crowds to enter a march out to the avenue
- Low fear of cars
- Bike racks, shade, water fountain, seating (non-hostile)
- Protection
- Visibility towards White House + Capitol
- A place for demonstrators to exercise free speech (all groups). However, since many children are about learn profanity, whistle blowing, screaming. Noise levels violate other rights to enjoy a space whether tourists or as locals

Persona-Based Activity: "What These Groups Need on the Avenue?"

Locals

More water fountains, free water options

More trees, fewer cars, mixed income housing, fairy lights year round

Community veggie gardens

Shade, seating (preferably a variety including benches, chairs, tables and a grassy lawn) where people can gather and relax

Permanent cafés rather than food trucks with seating and shade

European style main plaza with sidewalk cafes and musicians

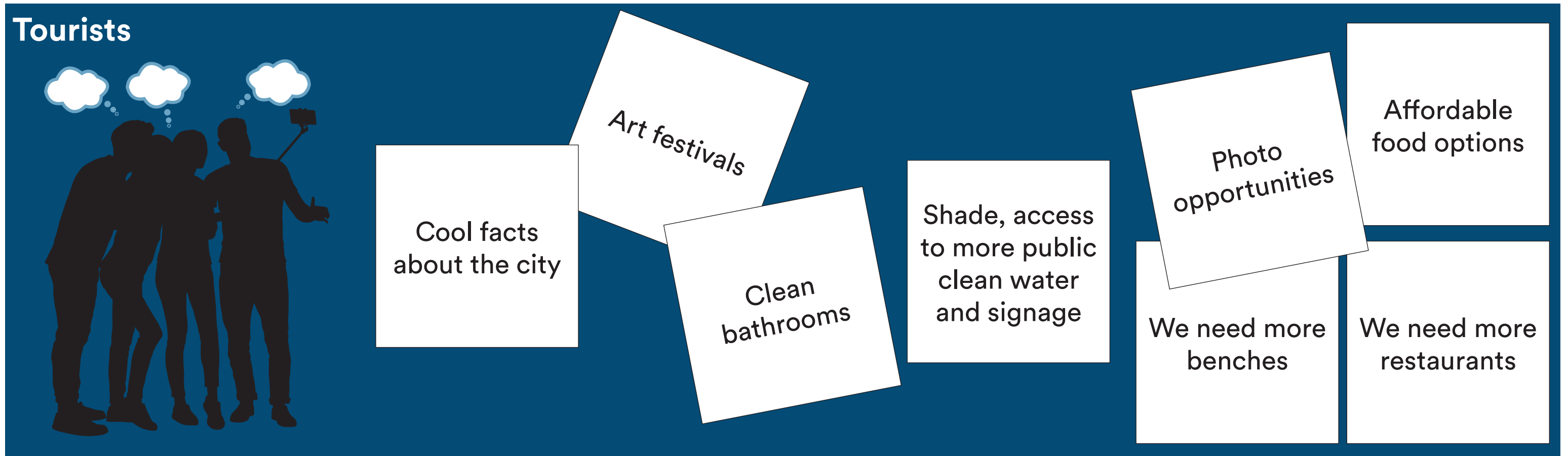
Less hostile architecture. Protected bike lanes. More bike racks and street eateries

2-way bike lanes. Beautiful landscaping, shaded trees in general

All Responses:

- More water fountains, free water options
- Open third spaces
- Plaza Majores! More European! Shady Restaurants.
- European style main plaza with sidewalk cafes and musicians.
- More frequent & Connected Metro stops
- Tourists to not affect commuting for locals and pay attention to walk signs.
- More trees, fewer cars, mixed income housing, fairy lights year round.
- It's a Historic City! Make the avenue reflect that
- Bike lanes
- Community Veggie Gardens
- Less Hostile architecture. Protected Bike lanes. More Bike racks and Street eateries
- Safe way to get around
- We appreciate the plan considering residents. Penn Ave is also a neighborhood where people live + shop. But we also appreciate this is a unique and diverse neighborhood to live here for that experience. This is not a suburbia residential area.
- Shade, seating (preferably a variety including benches, chairs, tables and a grassy lawn where people can gather and relax.
- Permanent cafés rather than food trucks with seating and shade. (Second this)
- Freedom plazas would be a great European style plaza Mayor! Cafes, shade trees.
- Shade trees, seating
- Street eateries, Urban green space and no – car zones
- Lower heat with permeable pavement. Gravel Bike paths. Large rocks boulders look nice and places to sit and climb
- Table and chairs too. Benches with moveable backs under trees, taking in to account hotter cities and aging population.
- 2-way bike lanes. Beautiful landscaping, shaded trees in general, chess boards, drinking fountain and public restrooms.

Persona-Based Activity: "What These Groups Need on the Avenue?"



All Responses:

- Bike lanes
- Cool facts about the city
- Art festivals
- Clean Bathrooms
- Easy transit
- DC's downtown is impressively clean – I agree!
- Shade, access to more public clean water and signage
- Better and closer look at the white house
- Photo ops
- We need more benches
- Food
- More interactive places
- Big map of the city
- Affordable food options
- We need more restaurants

"What Do You Most Want to Experience on the Avenue?" Responses

Key Responses:

●
Every city has a main street—want this to stand out and fit DC vibe



●
Restore L'Enfant's vision with a modern flair



●
Reinforce connection between White House and Capitol; restore/enhance vistas



●
Better bike lane infrastructure; move center bike lanes to the sidewalks



●
Diverse food options



●
A peaceful place



●
Shade, views, social interaction



●
Creating a vibrant, safe, multi-age user infrastructure street (thinking 30 years ahead)



●
Public third spaces—no cars, only people



●
Local vendor pop-ups (food + shops)



"What Do You Most Want to Experience on the Avenue?" Responses

All Responses



BIKE INFRASTRUCTURE

- Better bike lane infrastructure; move center bike lanes to the sidewalks
- Tree-lined streets, protected bike lanes
- By removing bike lane from center
- Maintain bike lane on 15th to Basin
- Bike lanes along Penn
- Cycle track should stay in the middle of PA Ave
- The cycle track is a great connector used by a LOT of people for commuting and exercise; maintain and enhance it



ART, CULTURE & HISTORY

- Restore L'Enfant's vision with a modern flair
- Reinforce connection between White House and Capitol; restore/enhance vistas
- Every city has a main street—want this to stand out and fit DC vibe
- Unique DC-only views; picture/social-media worthy
- More thoughtful protest
- Knowledge / To learn something new
- Est cinema (bring it back)
- Color



SAFETY & ACCESSIBILITY

- Cars be aware of walkers and walkers be aware of drivers (be aware + kind)
- Ability to safely walk to the sites around
- Less cars
- Clearer signage for Metro entrances
- A bus lane that is enforced with signal queue jumps so buses have priority
- Creating a vibrant, safe, multi-age user infrastructure street (thinking 30 years ahead)
- Less noise and traffic



NATURE, TREES & ECOLOGY

- More green spaces; trees, nature, etc.
- Parks
- Tree-lined streets
- More shade at the sidewalks / SHADE
- Nature walks
- Trees complimenting the city
- Nature, biodiversity, no cars
- More public green spaces
- Nature is really cool—more trees, bushes, parks
- The view is the most amazing feature! Make sure nature complements the people.

"What Do You Most Want to Experience on the Avenue?" Responses

All Responses



FOOD, MARKETS & STREET LIFE

- Food
- Stores & cafés
- Restaurants, shops, cafés
- Local vendor pop-ups (food + shops)
- Diverse food options
- More dining options
- More rice places
- Street shops; seeing what people create
- MORE LOCAL BIZ / Less big biz
- MORE CO-OP between small business + government



AMENITIES & INFRASTRUCTURE

- A clean place to pee
- Public restrooms
- Renovated sidewalks
- New/renovated benches
- More trash cans
- Seating & water features
- Hydration stations



PLACEMAKING & EXPERIENCE

- Natural play structures
- Shady trees, benches, outdoor dining
- Sense of pride
- Public third spaces—no cars, only people
- Community gatherings + cultural festivals
- Live bands / music / concerts / raves
- Shade, views, social interaction
- Birdwatching and family conversations
- Amazing work! More space for people & pets; don't forget kids
- Views with places to walk and sit comfortably
- Picture-worthy "wow" moments
- People will stand in the road to take photos
- A great tourist photo view + cool shady place to relax
- I love the shade and sunlight
- Want playgrounds inspired by DC landmarks
- Experiences that are fun and experimental
- A peaceful place
- A quiet place



TRANSIT, CURB & OPERATIONS

- Clearer Metro signage (escalators)
- Bus lane enforcement and bus priority
- More parking spots / More parking
- Cars should not go through Freedom
- Plaza except special events
- Less cyber trucks
- No cars / no cars only pt

"Have Any Comments? Drop a Card In the Box" Activity



Common Response Themes:



Design Preferences & Planning Feedback



Greening, Shade & Environmental Sustainability



Mobility, Safety & Transportation



Public Life, Programming & Activation



Historic Preservation & Civic Role

*Additional unrelated comments were recorded



Design Preferences & Planning Feedback

Key Takeaways

- Overall preference for maintaining Freedom Plaza as one plaza instead of smaller triangular plazas (specifically the expanded or framed options)
- Preference for planted respite / green-forward options

- Preference for terraced & layered space at Eastern End
- Preference for shade trees but agree that columnar trees provide better Capitol views
- Avenue design appears to be focused on event-first planning over daily use, which is not ideal

ALL RESPONSES:

- We like corridor design concepts: C2 or B, M1 option M1.B
- Do not like columnar allee trees. Do not like symbolic poles.
- PA Ave. doesn't need to be an event space. We have the mall & neighborhood streets for that.
- Keep the plaza in one piece. Expanded Plaza
- Plan diagrams not clear where intervention is
- Like the shade trees better, but the columnar oaks give Capitol views
- Eastern End Terraced spaces option best accommodates all types of public uses
- #1 Terraced spaces #2 hillside pavilion Not raked lawn (Too suburban)
- Market Square Option M1.B
- It would be helpful to see more before renderings
- Western End — breaking up current Freedom Plaza space with Penn Ave. Diagonal would result in too small + unusable subspaces. Keep the larger rectangle space intact.
- Love the columnar (fastigiata) allee — elevated + manicured design
- Much prefer the staggered tree option. The columnar trees will be difficult to maintain.
- Design should follow and serve adjacent uses & programming
- Western End. Do not expand Penn Ave. Keep the plaza & enhance it. W2
- Freedom Plaza. The Framed Plaza option is the most appealing to me
- Freedom plaza recommendations: expanded plaza option
- Expanded or framed plaza option. No need to cut through
- #1 planted respite option. #2 Triangle plazas option
- Top favorite Triangle Plaza Option, continuity of Penn Ave important
- Expanded plaza is fab :)

Greening, Shade & Environmental Sustainability

Key Takeaways

- More trees, shade, and planted respite areas are strongly desired to counteract the summer heat.
- Strong priority placed on investing in greenery and cooling strategies.
- Support for permeable surfaces and green infrastructure.

- Interest in native planting and pollinator habitats.
- Include an educational component within the landscape improvements.

ALL RESPONSES:

- Use all of these new garden spaces for heat managing water/ humidity, and planting natives w/ education
- shade, messaging local initiatives, and showcasing nature w/ education
- Permeable surfaces, green infrastructure, nature friendly spaces
- No gumball trees!
- Planted respite option is better. It's very hot in that area. More trees please :)
- As someone who works on PA Ave, I love the planted respite idea
- Please consider making friendly habitat for natives, especially local pollinators
- Hydration Stations
- Continuing to invest — borderline over-invest — in greenery is extremely important
- Please be mindful of the big rat problem when implementing all design elements
- Please include lots of public space seating (benches, etc.) in Market Square public rooms



Mobility, Safety & Transportation

Key Takeaways

- Strong support for safer streets, protected bike lanes, and pedestrian-friendly design.
- Preference for reducing car dominance and prioritizing walking and biking spaces.
- Interest in improving Metro entrances, public accessibility, and overall street conditions.

ALL RESPONSES:

- Make D.C. More Safe
- Please prioritize safe and protected cycling lanes, more trees and greenery, and fewer cars
- On traffic transportation: Waymo/self-driving commentary
- Need dedicated bike lanes that don't terminate suddenly
- As a city so rich in history... Also keep the bike lanes!!
- In favor of staggered canopy grid, bike & pedestrian paths — good!
- Prioritize promenade & cycling spaces
- Metro station entrance improvements — perhaps glass covering
- Metro station entrance improvement — perhaps gives community life parks
- Pot hole



Public Life, Programming & Activation

Key Takeaways

- Desire for vibrant, people-oriented spaces.
- Calls for European-style plazas with cafés, markets, performers at Freedom Plaza.
- Requests for food, bars, local restaurants, kiosks, and retail

- Programming ideas: playgrounds (all ages), outdoor entertainment, GoGo dancing, pride parade
- Interest in retail/food markets
- Advocacy for local culture, not generic or sanitized spaces.

ALL RESPONSES:

- All major European cities have at least one major square... Washington needs one
- Make a scavenger hunt built in somewhere for kids and tourists
- Don't make PA Ave feel lone/hostile like Maine Ave SW
- Freedom Plaza should be a European-style plaza market
- Have more kiosks for things to do and eat along the corridor
- Support limiting Market Square as a concert/large festival space
- As a local resident, I hope to see more trees and outdoor entertainment space, playgrounds
- Add lots of food, retail, performance, playgrounds, recreation space
Restaurants + retail
- Beautification should include art & water elements whenever possible
- Pennsylvania Ave needs more bars, local restaurants—feels corporate
- John Marshall Park detailed feedback (lawn, seating, shade, events)
- electric signs with pools and stuff
- I am a lesbian and I think we should have Pride Parade
- Your renderings only have white people... historically Black city
- Go Go to DC



Historic Preservation & Civic Role

Key Takeaways

- Calls to preserve historic architecture and look at adaptive reuse (e.g., FBI Building).
- Strong support for Freedom Plaza as a First Amendment space.
- Maintain the Pennsylvania Avenue Axis

ALL RESPONSES:

- As a city so rich in history, there must be a priority to acknowledge + preserve buildings
- Preserving Freedom Plaza as a First Amendment space should be a top priority
- Maintain Pennsylvania Avenue axis, as close to L'Enfant plan as possible
- Adaptive reuse of the FBI Building
- Convert FBI building to mixed-use (retail + housing)

Public Meeting Feedback

Question Report: Penn Ave Daytime Public Meeting (Wed 4/8/26 at 12pm)

Report generated till 4/23/2026 12:56

Topic	Webinar ID	Actual Start Time
New Pennsylvania A	161 125 2117	4/8/2026 11:24

Question Details

#	Question	Answer
1	Can you share the links to the project materials?	<p>Pennsylvania Avenue Initiative Page: https://www.ncpc.gov/initiatives/pennave/</p> <p>Design Concept Materials: https://www.ncpc.gov/files/projects/2026/7509__A_New_Plan_for_Pennsylvania_Avenue_Submission_Materials_Apr2026.pdf</p> <p>Scoping Materials: https://www.ncpc.gov/docs/A_New_Plan_for_Pennsylvania_Avenue_NEPA_Scoping_Apr2026.pdf</p> <p>Link to April NCPC Meeting: https://www.ncpc.gov/videos/646/102m14s</p> <p>Comment Form via Google Form/QR Code: https://forms.gle/zgv8SLwKjRRzG63n6</p>
1	Can you share the links to the project materials?	Public comments are welcome, please submit before April 30th!
2	With the section 106 being in process, I hope this means that historic structures will be maintained and	live answered
3	Can you send me the link for the comment form?	Comment Form via Google Form/QR Code: https://forms.gle/zgv8SLwKjRRzG63n6
4	Who is responsible for programming along PA Ave - the District Government or the federal government?	live answered
5	Great alternatives, so glad that all involve more trees and shade! I think that the Canopy alternative is best for the Corridor.	Thank you for the feedback!
6	Have you eliminated consideration of a bike lane down the center of the avenue as exists today?	live answered
7	As for Western End, both alternatives would greatly imperative is now Freedom Plaza. My preference is the first alternative which restores the historic diagonal route of the Avenue and the triangle parks. Thanks!	Thank you for the feedback!
8	There is currently a ban on curb cuts along the avenue. Will you recommend changing that?	live answered
9	Could PA Ave be closed to traffic and used for pedestrian and vendors?	live answered
10	What about accommodation of transit, now and in the future? Anything thought to bringing streetcars back to Pennsylvania Avenue?	live answered
11	will the bollards and other concrete protective barriers/plant boxes in front of agencies be reduced/removed/replaced with something more attractive?	live answered
12	Are there any budgets associated with options, or when this fall in the process?	live answered
13	Was there a difference in traffic flow between the diagonal and contiguous alternatives?	live answered
14	1. do you think tree rooting space is an issue, and if so how would it impact existing utility infrastructure and GI	live answered
15	Have you been anticipating future street level retail at the present FBI site, on the north side of the Avenue?	live answered
16	It is really disappointing that the center bike lane is no longer an option. if the bike lanes are going to be adjacent to the sidewalk, can they at least be grade-separated? The places in the city where the bike lanes are level with the sidewalk are quite dangerous.	live answered
17	2. do you think that SWM and Green Infrastructure is important for PA Ave	live answered
18	What is the earliest you'd expect construction to begin (assuming its funded), and what is the most likely first phase	live answered
19	Lack of curb cuts is why the Marriott Hotel entrance is scrunched down on 14th street. It made no sense then and doesn't now. You are over thinking the needs and not "planning" for future needs and interests. First amendment? It's a street? The old plan called for housing — which was all pushed down to 7th street at a time when crime influenced all decisions	live answered
20	How much thinking has gone into uses on Indiana Avenue? Has any detail been developed on the design?	live answered
21	Thank you for this presentation. Is there a timeline for the traffic analysis, budget information outputs?	live answered
22	Excellent presentation... thank you !	live answered
23	What is planned to prevent rats? Does the plan include rat-proof trash containers to prevent rats from getting a foothold in the first place? Focusing on stopping rats rather than responding to them with poison protects our beautiful wildlife, like the Bald Eagle, who so often fall victim after preying on rats who have eaten poison.	live answered
24	With respect to events, what considerations are needed for structural stability/connections and/or security/utility connections	live answered
25	On both avenues, Pennsylvania and Indiana, will street level outdoor restaurant seating and sidewalk cafes be accommodated and encouraged?	Short answer - yes!
26	Thank you!	Thank you for joining us today!
27	Could you share the links again?	<p>Pennsylvania Avenue Initiative Page: https://www.ncpc.gov/initiatives/pennave/</p> <p>Design Concept Materials: https://www.ncpc.gov/files/projects/2026/7509__A_New_Plan_for_Pennsylvania_Avenue_Submission_Materials_Apr2026.pdf</p> <p>Scoping Materials: https://www.ncpc.gov/docs/A_New_Plan_for_Pennsylvania_Avenue_NEPA_Scoping_Apr2026.pdf</p> <p>Link to April NCPC Meeting: https://www.ncpc.gov/videos/646/102m14s</p> <p>Comment Form via Google Form/QR Code: https://forms.gle/zgv8SLwKjRRzG63n6</p> <p>Submit Formal Comments via NCPC Website: https://www.ncpc.gov/participate/notices/7509/</p> <p>Public comments welcome, please submit before April 30th!</p>
28	Thank you for pointing out the links, I had to enter late, this will be very helpful.	Thank you - we appreciate your interest!

Question Report: Penn Ave Evening Public Meeting (Wed 4/22/26 at 6:30pm)

Report generated till 4/23/2026 12:58

Topic	Webinar ID	# Question
New Pennsylvania A	160 960 7334	23

Question Details

#	Question	Answer
1	Are the meeting materials and recordings on the NCPC website? Can you provide links?	<p>Pennsylvania Avenue Initiative Page: https://www.ncpc.gov/initiatives/pennave/</p> <p>Design Concept Materials: https://www.ncpc.gov/files/projects/2026/7509__A_New_Plan_for_Pennsylvania_Avenue_Submission_Materials_Apr2026.pdf</p> <p>Scoping Materials: https://www.ncpc.gov/docs/A_New_Plan_for_Pennsylvania_Avenue_NEPA_Scoping_Apr2026.pdf</p> <p>Link to April NCPC Meeting: https://www.ncpc.gov/videos/646/102m14s</p> <p>Comment Form via Google Form/QR Code: https://forms.gle/zgv8SLwKjRRzG63n6</p> <p>Submit Formal Comments via NCPC Website: https://www.ncpc.gov/participate/notices/7509/ Public comments welcome, please submit before April 30th!</p>
1	Are the meeting materials and recordings on the NCPC website? Can you provide links?	<p>Pennsylvania Avenue Initiative Page: https://www.ncpc.gov/initiatives/pennave/</p> <p>Design Concept Materials: https://www.ncpc.gov/files/projects/2026/7509__A_New_Plan_for_Pennsylvania_Avenue_Submission_Materials_Apr2026.pdf</p> <p>Scoping Materials: https://www.ncpc.gov/docs/A_New_Plan_for_Pennsylvania_Avenue_NEPA_Scoping_Apr2026.pdf</p> <p>Link to April NCPC Meeting: https://www.ncpc.gov/videos/646/102m14s</p> <p>Comment Form via Google Form/QR Code: https://forms.gle/zgv8SLwKjRRzG63n6</p> <p>Submit Formal Comments via NCPC Website: https://www.ncpc.gov/participate/notices/7509/ A reminder that public comments are welcome, please submit before April 30th!</p>
2	Is John Marshall Park eligible for listing or listed in the National Register of Historic Places?	live answered
3	Are there any secondary environmental infrastructure solutions inherent in the design akin to your Canal Park project?	live answered
4	How are the gathering spaces responding to the need for outdoor crisis assembly in addition to more celebratory planned events, celebrations, etc.	live answered
5	Karin, can you please send me your email address?	karin@ncpc.gov
6	From a timeline perspective, should we continue to submit MSETG LOI's through 2027?	Yes! There is no change in the permitting process now or in the future.
7	That include Freedom Plaza	
8	Thank you!	
9	What is this team's role around the existing buildings located on the avenue, and with the potential redevelopment opportunities, particularly the demolition of the FBI Building, how will these moves regarding the public space relate to the existing buildings?	live answered
10	For clarity on the crisis assembly question, it was regarding disaster response assembly— first responder, not first amendment. Thanks for answering.	Thank you. I tried to answer both not knowing specifically which crisis was intended. I hope I was able to
11	Pershing Park was determined eligible and it was created later than John Marshall Park	live answered
12	Could you provide the links again?	<p>Pennsylvania Avenue Initiative Page: https://www.ncpc.gov/initiatives/pennave/</p> <p>Design Concept Materials: https://www.ncpc.gov/files/projects/2026/7509__A_New_Plan_for_Pennsylvania_Avenue_Submission_Materials_Apr2026.pdf</p> <p>Scoping Materials: https://www.ncpc.gov/docs/A_New_Plan_for_Pennsylvania_Avenue_NEPA_Scoping_Apr2026.pdf</p> <p>Link to April NCPC Meeting: https://www.ncpc.gov/videos/646/102m14s</p> <p>Comment Form via Google Form/QR Code: https://forms.gle/zgv8SLwKjRRzG63n6</p> <p>Submit Formal Comments via NCPC Website: https://www.ncpc.gov/participate/notices/7509/ Public comments welcome, please submit before April 30th!</p>
13	First a correction, Pershing Park is two years older than JM Park; but the DOE was done in 2016 before it turned 50. Now for the Q. Mr. Archer's opening remarks including the phrase "respecting these histories" - within this context, how do the three proposals for John Marshall Park achieve that goal?	live answered
14	Is there coordination with the current rehabilitation at Freedom Plaza or are these two efforts separate exercises?	live answered
15	Re John Marshall Park, your "Planning Area" ends at C Street NW, but your three alternative proposals would make alterations north of C Street. It seems you need to expand your "Planning Area" to acknowledge the full scope of the proposals.	live answered
16	Not related - but what can you do about the Ballroom addition??	live answered
17	That question is for NCPC!	
18	No question, just a thanks for taking the time. Big fan of whichever direction is eventually progressed.	thank you - we appreciate your interest in the project
19	Thanks for a very thoughtful design - for the people.	thank you - we appreciate your interest in the project
20	Tell us about Implementation - who is responsible?	live answered
21	As someone who worked on a PADC project in 1983 - the HABS report for the Willard Building - this is very exciting!	live answered
22	Will the construction work require closing Pennsylvania Avenue to auto traffic for a period of time? If so, for how long?	live answered
23	Is it possible to say how many people attended the two presentations to date? Just wondering...	live answered

Pennsylvania Avenue Plan - Public Engagement

The New Pennsylvania Avenue Plan will beautify public spaces, upgrade aging infrastructure, and create efficient stewardship. When complete, the plan will lay the framework for the Avenue as a stage for awe-inspiring events and an iconic setting for everyday life.

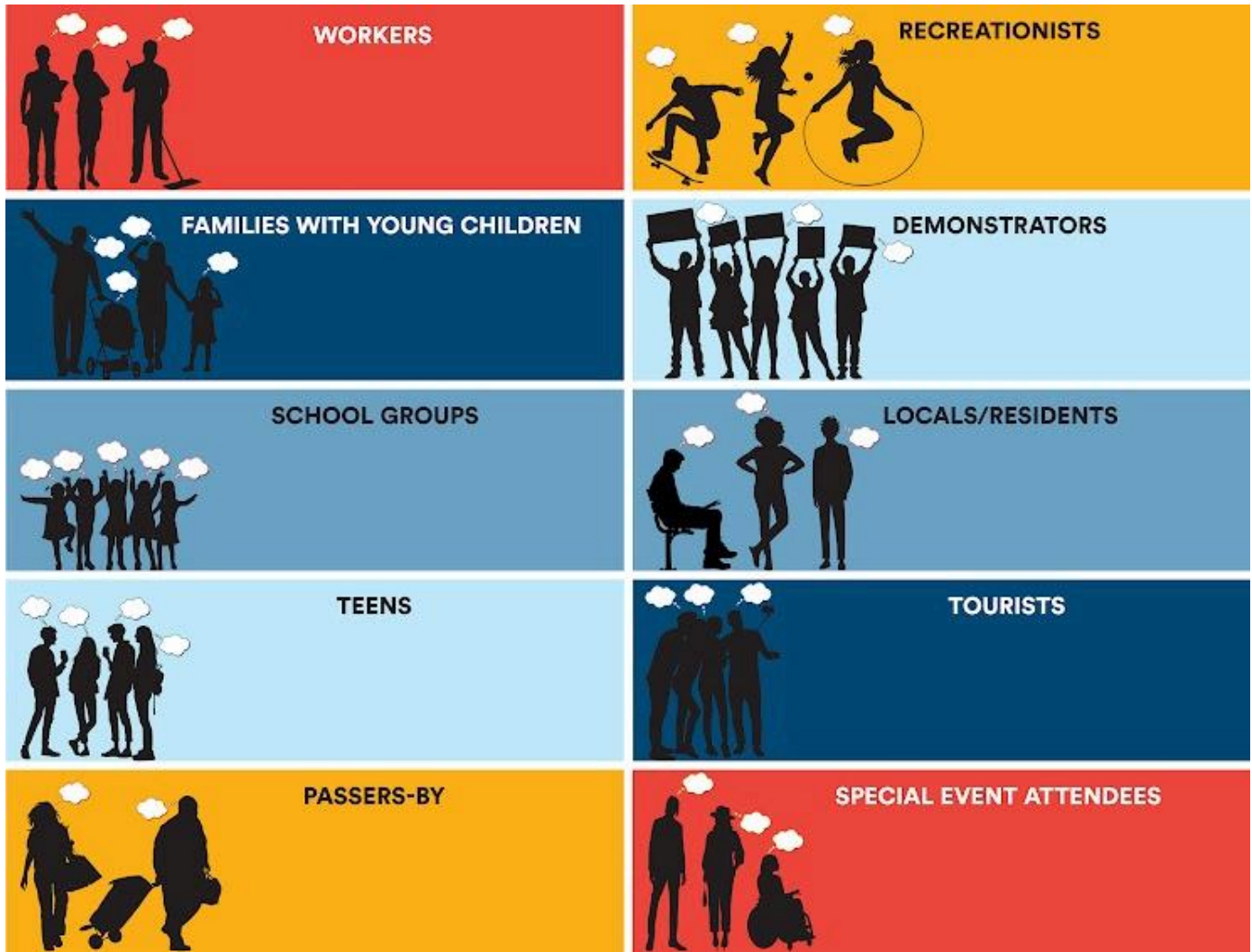
NCPC initiated the National Environmental Policy Act scoping on March 31 and presented new design concepts for the corridor and three main public spaces at the commission's April 2 meeting. NCPC is hosting several opportunities for the public to learn more and ask questions about these design concepts, which include two virtual public meetings with the design consultant team and an in-person public engagement forum at the National Building Museum on April 9, which will remain accessible during normal museum operating hours through April 30. Virtual meetings will be held on Wednesday, April 8 at noon and Wednesday, April 22 at 6:30pm. The same material will be presented at each meeting.

This form asks the same questions that are posed at the in-person public engagement forum. Comments are accepted here, at the in-person forum, and through the NCPC website (ncpc.gov/initiatives/pennave/) from March 31 through April 30, 2026.

We appreciate any comments you have. All questions are optional.

What do these groups of people need on the Avenue? (*workers, families with young children, school groups, teens, passer-bys, recreationists, demonstrators, locals/residents, tourists, and special event attendees*)

It is encouraged to answer for multiple groups, as desired.



passer-by, recreationist, local/resident

What are your priorities for the Pennsylvania Avenue public spaces?

Select the level of importance for the following public space elements. Answer as many as you wish.

Two Western End Alternatives



One Market Square Alternative



One Eastern End Alternative

	Very Important	Important	Neutral	Less Important	Not Important
Shade (canopy trees, shade structure, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Large Gathering Space (first amendment activities, markets, etc.)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Water Feature (splash pad, fountain, etc.)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian Friendly Streets (curbless streets,	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

active sidewalks,
etc.)

Public Art
(sculpture,
interactive art,
etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Market Areas
(pop-ups,
vendors, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Local Amenities
(play areas, dog
park, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Seating Areas
(moveable tables
& chairs,
bench/seatwalls,
etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Flexible Event
Space (small
concerts,
festivals, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Recreation/Play
(play elements
for all ages,
outdoor fitness,
etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Planted Spaces
(garden beds,
landscaped
areas, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comfort Stations
(restrooms, water
stations, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Are there design elements not listed above that are important to you? *If so, please share.*

It is included, but the example avenues from other countries are more engaging with play, seating and market opps. I hope these improvements bring this important corridor to life and does not just improve the infrastructure.

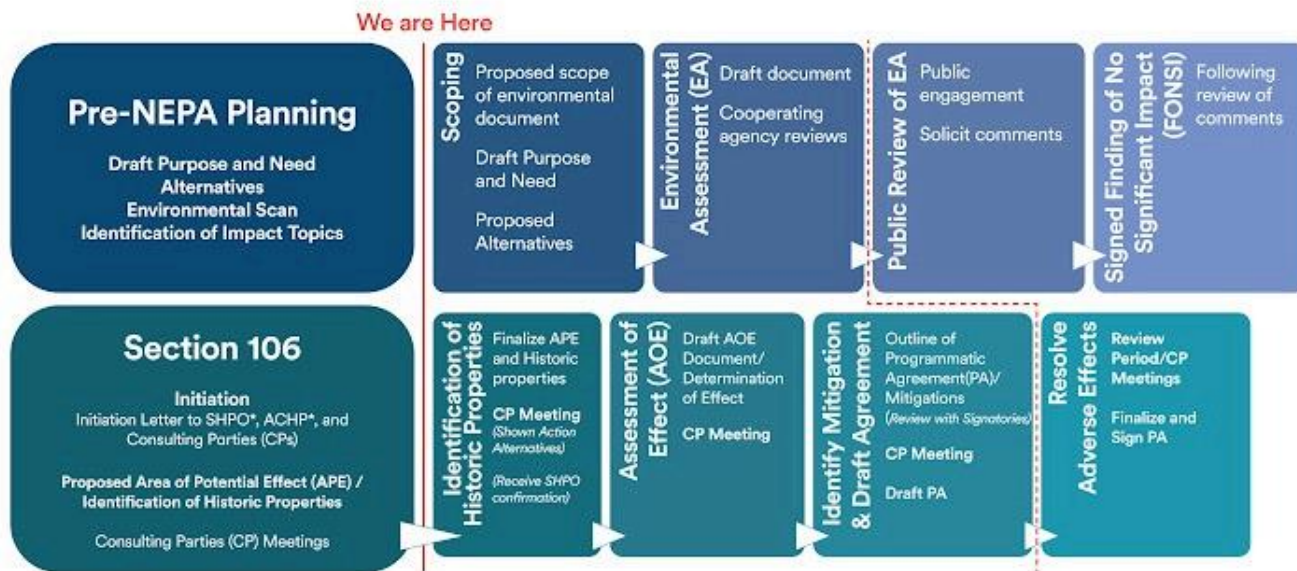
Comments on the NEPA scoping process?

WHAT ARE NEPA AND SECTION 106?

The **National Environmental Policy Act (NEPA)** is part of a planning and decision-making process for federal projects. NEPA requires federal agencies to analyze the environmental impacts of actions and to engage the public as part of project planning.

Federal projects must also comply with **Section 106 of the National Historic Preservation Act**. Section 106 requires federal agencies to conduct formal review before construction, repair, or ground/visual disturbances to any historic or eligible properties, and to engage the public as part of project planning.

NEPA/SECTION 106 APPROACH AND TIMELINE



How do you give input during the NEPA process?

- Leave a comment here today! (Scoping comment period: March 31 – April 30)
- Leave a comment at nccp.gov/initiatives/pennave/
- Comment on the EA during the public review period



*SHPO - DC Historic Preservation Office *ACHP - Advisory Council of Historic Preservation

Purpose and Need: *Are we missing anything?*

PURPOSE AND NEED

PURPOSE

Elevate and beautify Pennsylvania Avenue as an iconic corridor and an attractive gathering space for residents, visitors, and workers by upgrading the infrastructure and streetscape, enhancing the civic stage, and streamlining governance.



Image Credit - Ted Eytan, Creative Commons, Washington Nationals World Series Victory Parade

NEED

- **Restore Beauty and Grandeur** by modernizing outdated streetscape and aging infrastructure so the "main street of the nation" functions as a thriving, premier destination.
- **Expand Civic Stage Role** so the Avenue can attract and accommodate additional and more varied events, serve more often as a premier civic stage and gathering venue, and reduce strain on the National Mall.
- **Streamline Governance** by addressing split local and federal responsibilities that cause inefficiencies in operations, maintenance, and programming.



Are we missing anything?

LEAVE A COMMENT IN THE BOX!

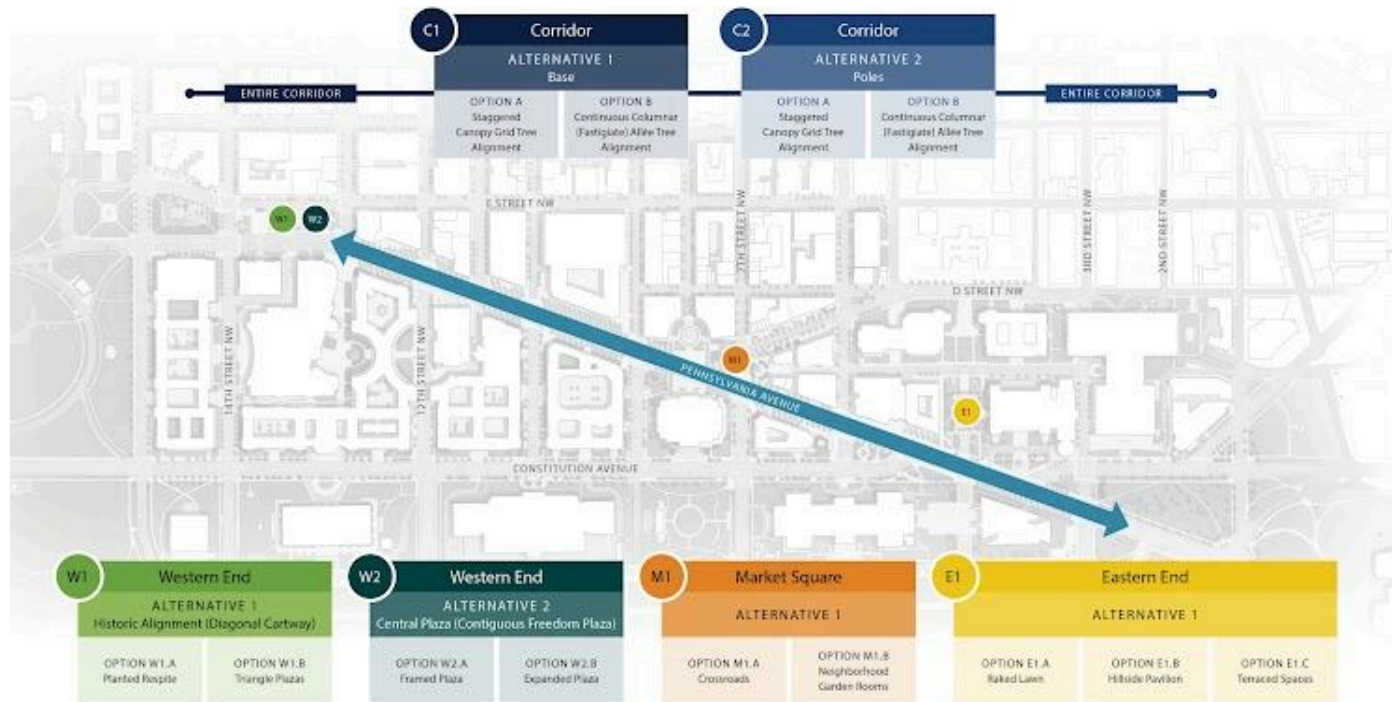
The P&N could say more about the "Main Street" functionality in "restoring beauty and grandeur". Possibly the bold text could include something about activity, engagement, or reference third place (play, cafes, places to sit and be)?

Are these the right alternatives? Should we look at any other options? (Tell us what they are!)

ALTERNATIVES FOR EVALUATION

OVERVIEW

See design concept materials for more details.



Are these the right alternatives?
Should we look at any other options? (Tell us what they are!)

LEAVE A COMMENT IN THE BOX!

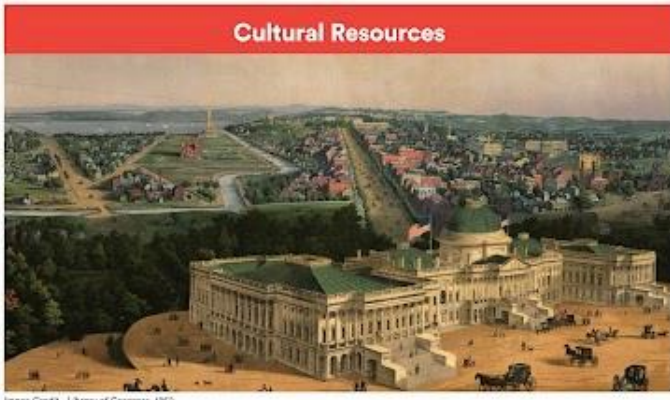
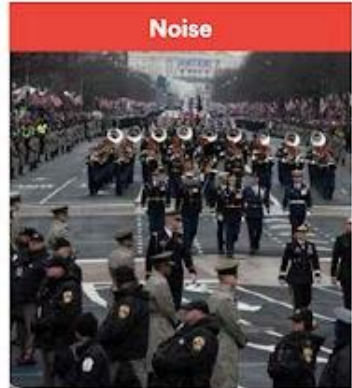
The Western End alignment options feel more substantial than a sub-category. If the Diagonal Cartway is selected, you are changing the "corridor" alignment. (Which is great; not a complaint, but "C1" and "C2" are not necessarily fully inclusive?)

What other environmental issues affect Pennsylvania Avenue the most?

(in addition to vegetation and trees; visitor use and experience; noise, cultural resources, and traffic and transportation)

IMPACT TOPICS

ENVIRONMENTAL TOPICS IDENTIFIED



What other environmental issues affect Pennsylvania Avenue the most?

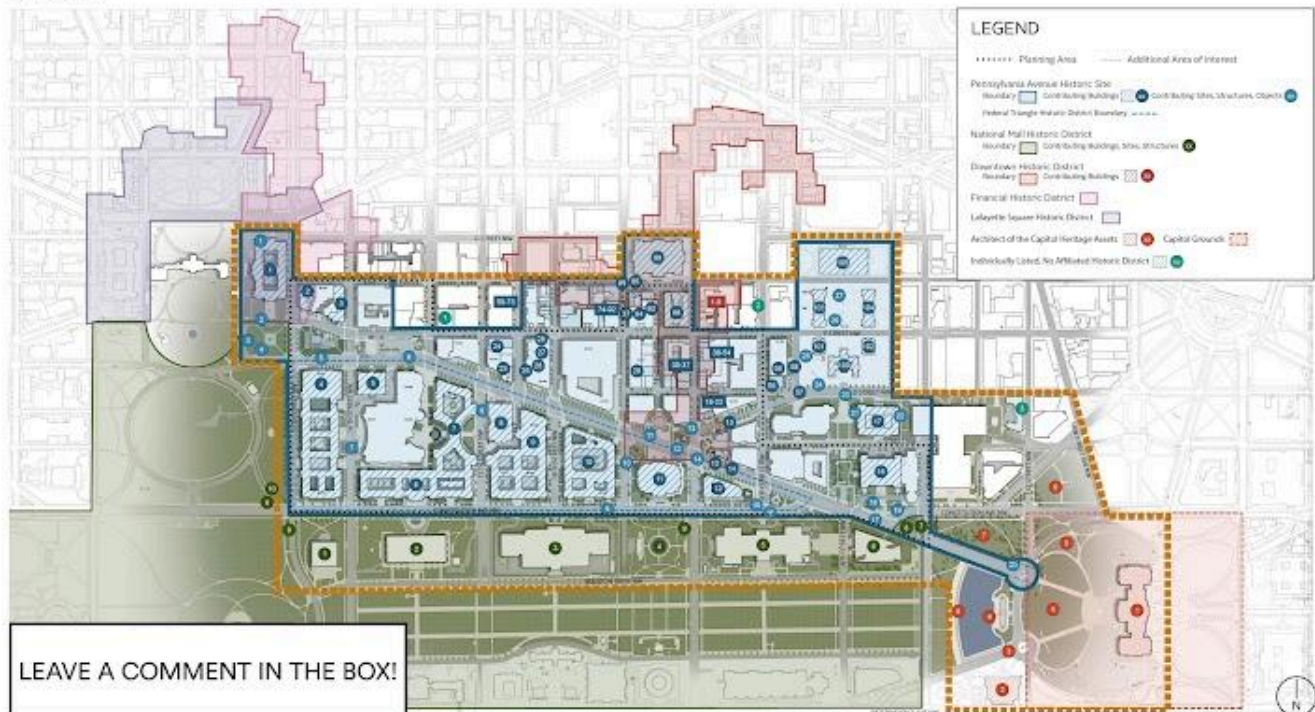
LEAVE A COMMENT IN THE BOX!

Any comments on the Section 106 process?

SECTION 106

PROPOSED AREA OF POTENTIAL EFFECTS & IDENTIFIED HISTORIC PROPERTIES

This map shows the proposed Area of Potential Effects (APE) and all historic properties that have been identified within it. Due to the prominence of Pennsylvania Avenue between the U.S. Capitol and White House, the Avenue and its environs contain multitudes of historically, culturally, and architecturally significant buildings, sites, structures, and objects (memorials) associated with the development of Washington, DC. Elements of historic properties often contribute to multiple historic districts or sites and may also be individually listed at the local and national levels. The list of identified historic properties, categorized by historic district and keyed to the APE map, is available as part of the Section 106 process.



Pennsylvania Avenue Corridor Priorities

Tell us your priorities for the Pennsylvania Avenue Corridor by ranking your top elements 1 (most important) to 8 (least important)

Staggered Canopy Grid Tree Alignment (without Poles)



Columnar Fastigate Tree Alignment (without Poles)



Staggered Canopy Grid Tree Alignment (with Poles)



Columnar Fastigate Tree Alignment (with Poles)

	1 (most important)	2	3	4	5	6	7	8 (least important)
Shade	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Variety of Food Options	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restrooms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Views of the Capitol	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Hydration Station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Planted								

Spaces

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Flexible Seating / Benches

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Other (please specify below)

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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"Other" priority from question above.

If you ranked "other" in the previous question, please share other element(s).

What do you most want to experience on the Avenue?

I'd like it to be an exciting place to be! Filled with activity during the day and in the evening! Go for a stroll, sit with your friends or by yourself and watch people go by, grab some food before visiting a museum, not cheesy/overly done event programming, but things that are fun for life - why people live in cities.

Any other general comments that you want to share with the planning team.

Thanks for your work.

This form was created inside of Land Collective.



Pennsylvania Avenue Plan - Public Engagement

The New Pennsylvania Avenue Plan will beautify public spaces, upgrade aging infrastructure, and create efficient stewardship. When complete, the plan will lay the framework for the Avenue as a stage for awe-inspiring events and an iconic setting for everyday life.

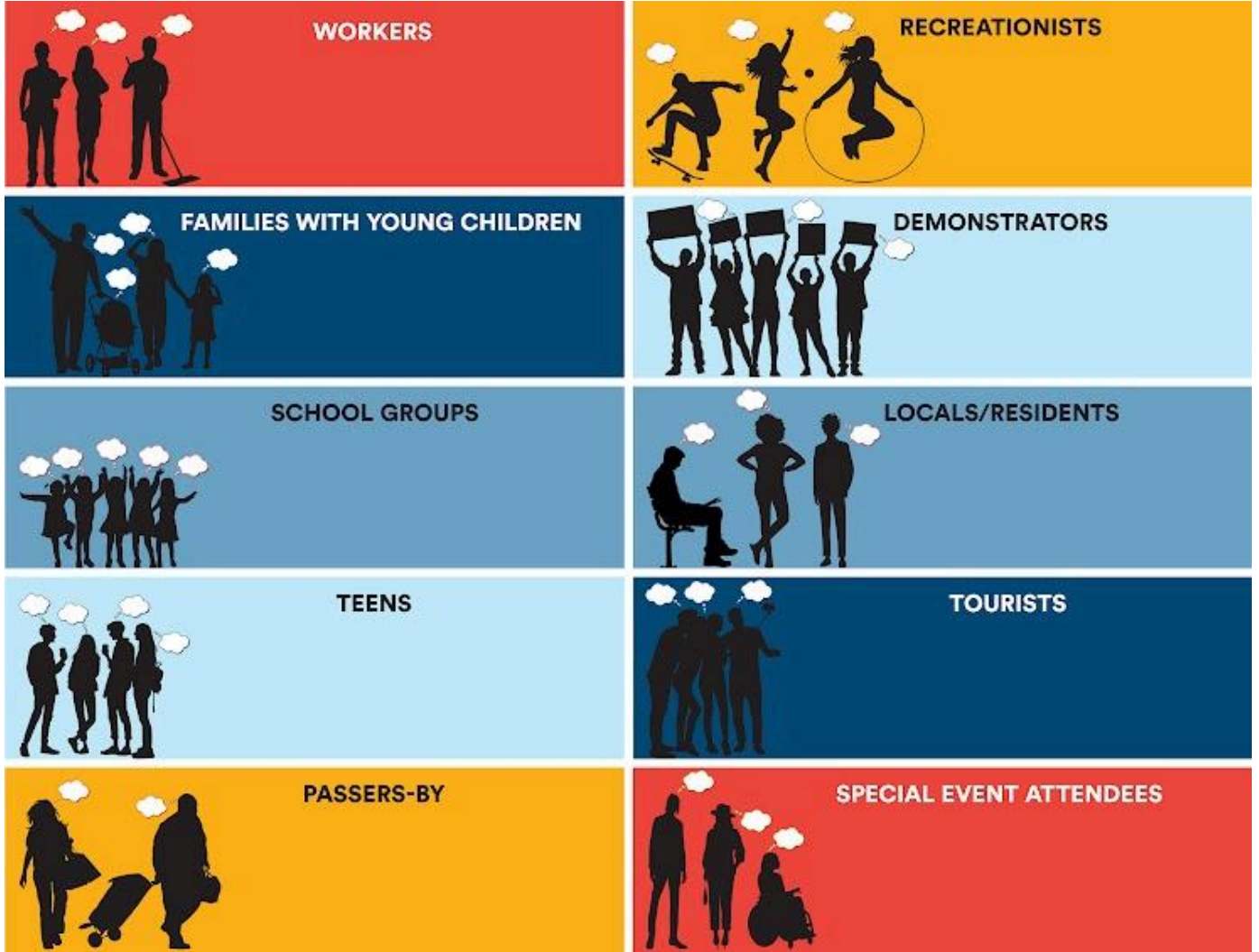
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We appreciate any comments you have. All questions are optional.

What do these groups of people need on the Avenue? (*workers, families with young children, school groups, teens, passer-bys, recreationists, demonstrators, locals/residents, tourists, and special event attendees*)

It is encouraged to answer for multiple groups, as desired.



What are your priorities for the Pennsylvania Avenue public spaces?

Select the level of importance for the following public space elements. Answer as many as you wish.

Two Western End Alternatives



One Market Square Alternative



One Eastern End Alternative

	Very Important	Important	Neutral	Less Important	Not Important
Shade (canopy trees, shade structure, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Large Gathering Space (first amendment activities, markets, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Water Feature (splash pad, fountain, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Pedestrian Friendly Streets (curbless streets,	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

active sidewalks,
etc.)

Public Art
(sculpture,
interactive art,
etc.)

<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Market Areas
(pop-ups,
vendors, etc.)

<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Local Amenities
(play areas, dog
park, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Seating Areas
(moveable tables
& chairs,
bench/seatwalls,
etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Flexible Event
Space (small
concerts,
festivals, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Recreation/Play
(play elements
for all ages,
outdoor fitness,
etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Planted Spaces
(garden beds,
landscaped
areas, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comfort Stations
(restrooms, water
stations, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Are there design elements not listed above that are important to you? *If so, please share.*

Retain the center-running bike lane. It is a signature DC experience for residents and visitors alike, with the Capitol building at the view terminus biking southeast.

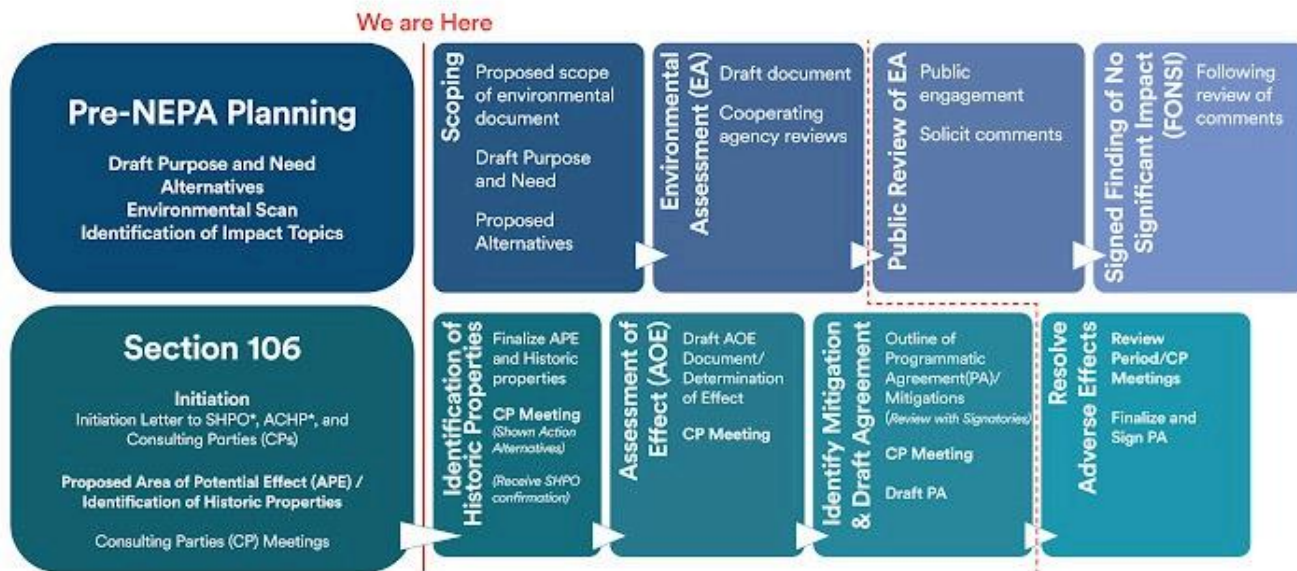
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WHAT ARE NEPA AND SECTION 106?

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NEPA/SECTION 106 APPROACH AND TIMELINE



How do you give input during the NEPA process?

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*SHPO - DC Historic Preservation Office *ACHP - Advisory Council of Historic Preservation

Purpose and Need: Are we missing anything?

PURPOSE AND NEED

PURPOSE

Elevate and beautify Pennsylvania Avenue as an iconic corridor and an attractive gathering space for residents, visitors, and workers by upgrading the infrastructure and streetscape, enhancing the civic stage, and streamlining governance.



Image Credit - Ted Eytan, Creative Commons, Washington Nationals World Series Victory Parade

NEED

- **Restore Beauty and Grandeur** by modernizing outdated streetscape and aging infrastructure so the “main street of the nation” functions as a thriving, premier destination.
- **Expand Civic Stage Role** so the Avenue can attract and accommodate additional and more varied events, serve more often as a premier civic stage and gathering venue, and reduce strain on the National Mall.
- **Streamline Governance** by addressing split local and federal responsibilities that cause inefficiencies in operations, maintenance, and programming.



Are we missing anything?

LEAVE A COMMENT IN THE BOX!

Are these the right alternatives? Should we look at any other options? (Tell us what they are!)

ALTERNATIVES FOR EVALUATION

OVERVIEW

See design concept materials for more details.



Are these the right alternatives?
Should we look at any other options? (Tell us what they are!)

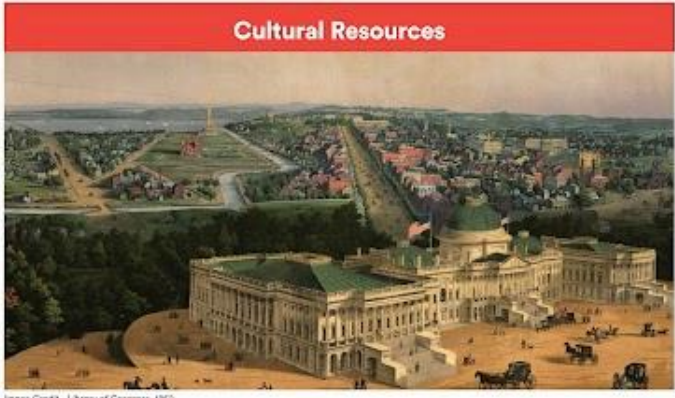
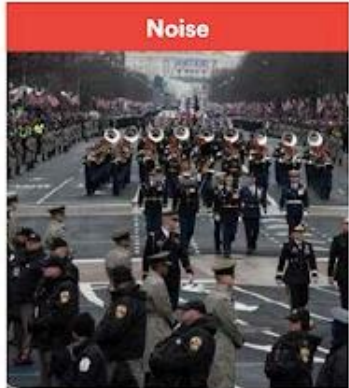
LEAVE A COMMENT IN THE BOX!

What other environmental issues affect Pennsylvania Avenue the most?

(in addition to vegetation and trees; visitor use and experience; noise, cultural resources, and traffic and transportation)

IMPACT TOPICS

ENVIRONMENTAL TOPICS IDENTIFIED



What other environmental issues affect Pennsylvania Avenue the most?

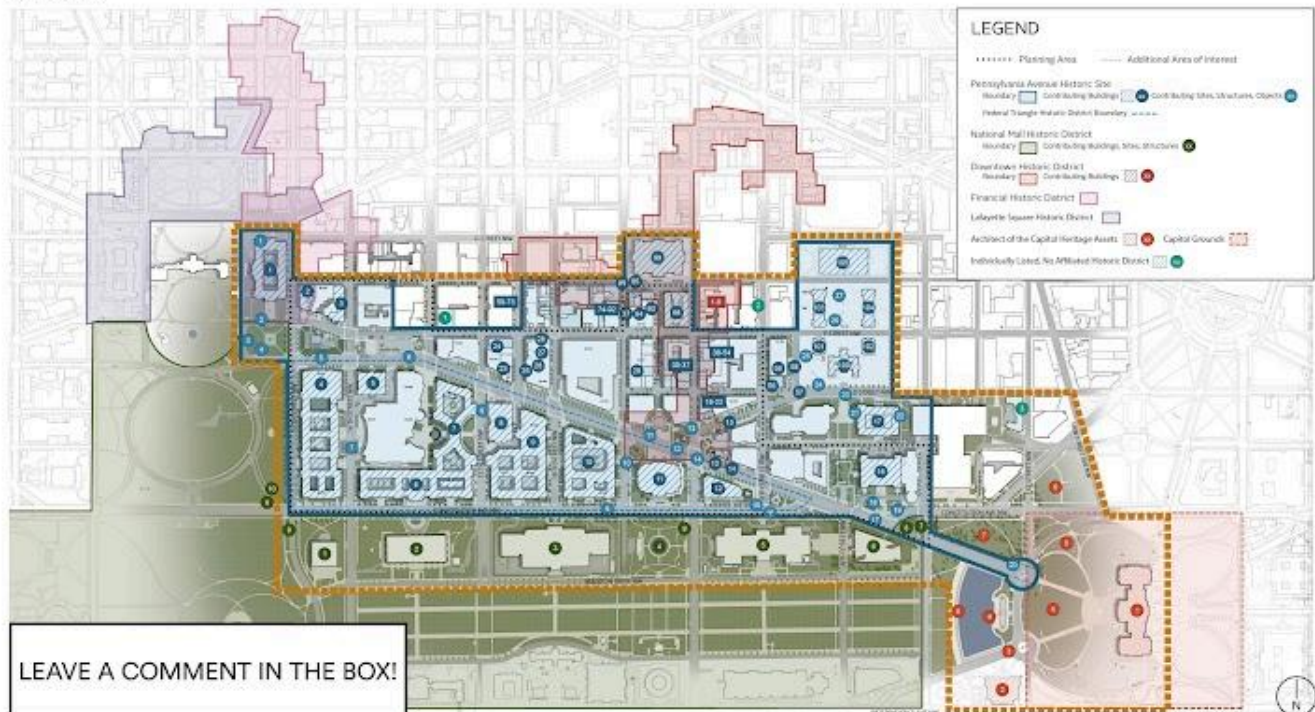
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Any comments on the Section 106 process?

SECTION 106

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LEAVE A COMMENT IN THE BOX!

Pennsylvania Avenue Corridor Priorities

Tell us your priorities for the Pennsylvania Avenue Corridor by ranking your top elements 1 (most important) to 8 (least important)

Staggered Canopy Grid Tree Alignment (without Poles)



Columnar Fastigate Tree Alignment (without Poles)



Staggered Canopy Grid Tree Alignment (with Poles)



Columnar Fastigate Tree Alignment (with Poles)

	1 (most important)	2	3	4	5	6	7	8 (least important)
Shade	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Variety of Food Options	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restrooms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Views of the Capitol	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hydration Station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Planted

Spaces

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Flexible Seating / Benches

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Other (please specify below)

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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"Other" priority from question above.

If you ranked "other" in the previous question, please share other element(s).

What do you most want to experience on the Avenue?

Any other general comments that you want to share with the planning team.

This form was created inside of Land Collective.



Pennsylvania Avenue Plan - Public Engagement

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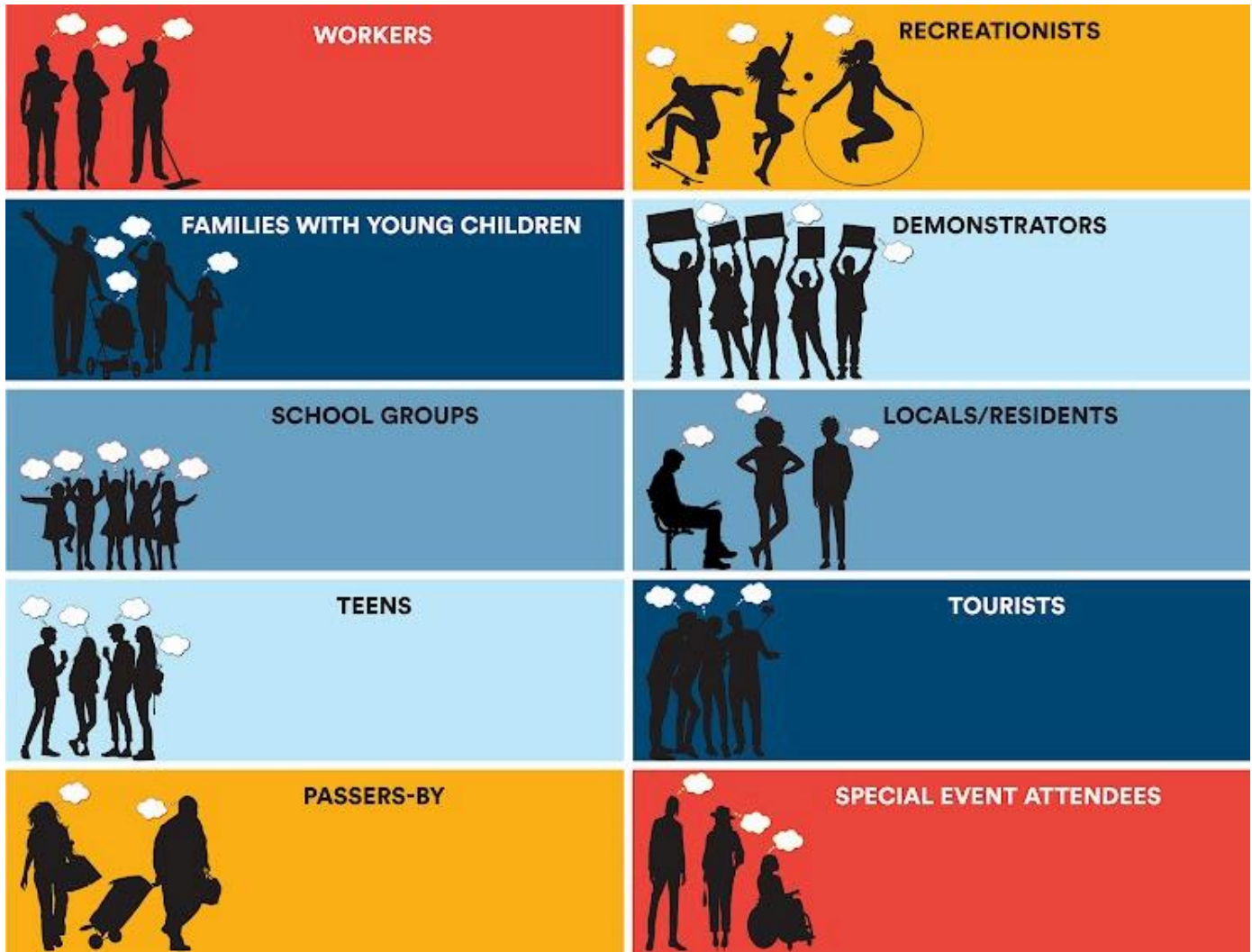
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We appreciate any comments you have. All questions are optional.

What do these groups of people need on the Avenue? (*workers, families with young children, school groups, teens, passer-bys, recreationists, demonstrators, locals/residents, tourists, and special event attendees*)

It is encouraged to answer for multiple groups, as desired.



All of the above

What are your priorities for the Pennsylvania Avenue public spaces?

Select the level of importance for the following public space elements. Answer as many as you wish.

Two Western End Alternatives



One Market Square Alternative



One Eastern End Alternative

	Very Important	Important	Neutral	Less Important	Not Important
Shade (canopy trees, shade structure, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Water Feature (splash pad, fountain, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian Friendly Streets (curbless streets,	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

active sidewalks,
etc.)

Public Art
(sculpture,
interactive art,
etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Market Areas
(pop-ups,
vendors, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Local Amenities
(play areas, dog
park, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Seating Areas
(moveable tables
& chairs,
bench/seatwalls,
etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Flexible Event
Space (small
concerts,
festivals, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Recreation/Play
(play elements
for all ages,
outdoor fitness,
etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Planted Spaces
(garden beds,
landscaped
areas, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comfort Stations
(restrooms, water
stations, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Are there design elements not listed above that are important to you? *If so, please share.*

Roads

Comments on the NEPA scoping process?

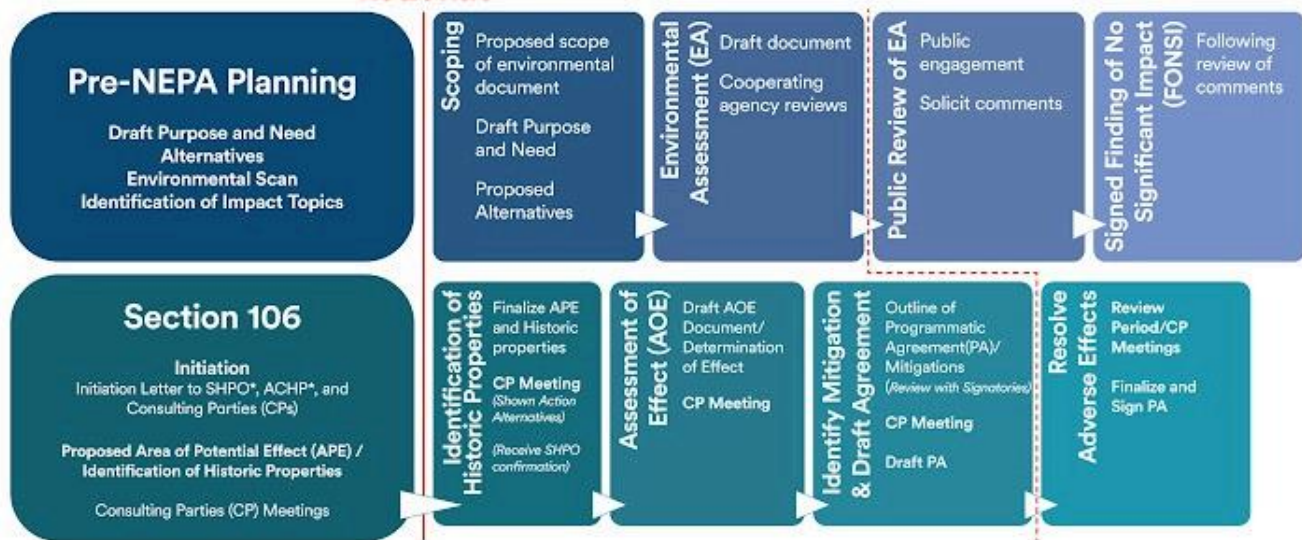
WHAT ARE NEPA AND SECTION 106?

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Federal projects must also comply with **Section 106 of the National Historic Preservation Act**. Section 106 requires federal agencies to conduct formal review before construction, repair, or ground/visual disturbances to any historic or eligible properties, and to engage the public as part of project planning.

NEPA/SECTION 106 APPROACH AND TIMELINE

We are Here



How do you give input during the NEPA process?

- Leave a comment here today! (Scoping comment period: March 31 – April 30)
- Leave a comment at nccp.gov/initiatives/pennave/
- Comment on the EA during the public review period



*SHPO - DC Historic Preservation Office *ACHP - Advisory Council of Historic Preservation

Purpose and Need: Are we missing anything?

PURPOSE AND NEED

PURPOSE

Elevate and beautify Pennsylvania Avenue as an iconic corridor and an attractive gathering space for residents, visitors, and workers by upgrading the infrastructure and streetscape, enhancing the civic stage, and streamlining governance.



Image Credit - Ted Eytan, Creative Commons, Washington Nationals World Series Victory Parade

NEED

- **Restore Beauty and Grandeur** by modernizing outdated streetscape and aging infrastructure so the "main street of the nation" functions as a thriving, premier destination.
- **Expand Civic Stage Role** so the Avenue can attract and accommodate additional and more varied events, serve more often as a premier civic stage and gathering venue, and reduce strain on the National Mall.
- **Streamline Governance** by addressing split local and federal responsibilities that cause inefficiencies in operations, maintenance, and programming.



Are we missing anything?

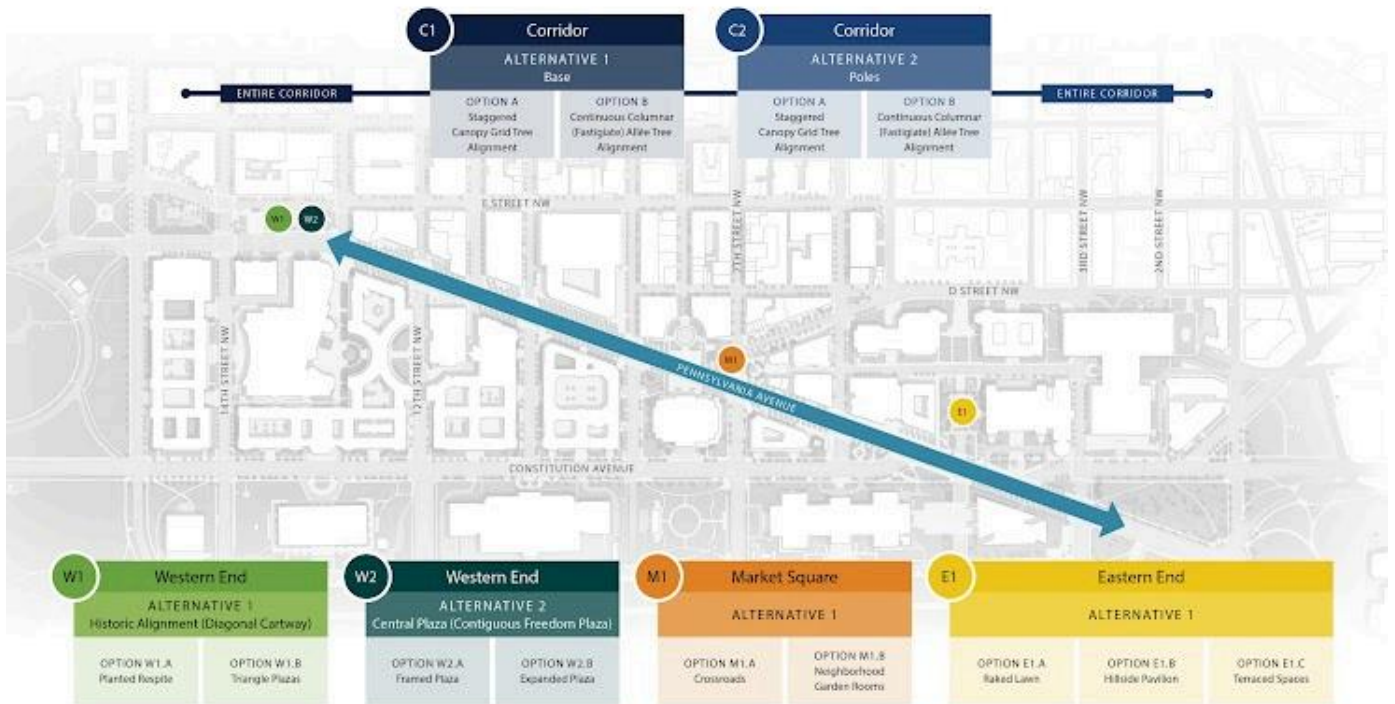
LEAVE A COMMENT IN THE BOX!

Are these the right alternatives? Should we look at any other options? (Tell us what they are!)

ALTERNATIVES FOR EVALUATION

OVERVIEW

See design concept materials for more details.



Are these the right alternatives?
Should we look at any other options? (Tell us what they are!)

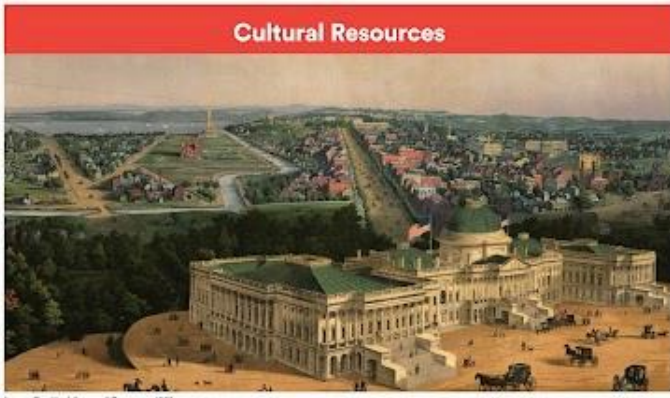
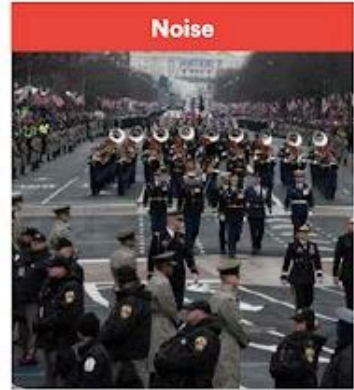
LEAVE A COMMENT IN THE BOX!

What other environmental issues affect Pennsylvania Avenue the most?

(in addition to vegetation and trees; visitor use and experience; noise, cultural resources, and traffic and transportation)

IMPACT TOPICS

ENVIRONMENTAL TOPICS IDENTIFIED



What other environmental issues affect Pennsylvania Avenue the most?

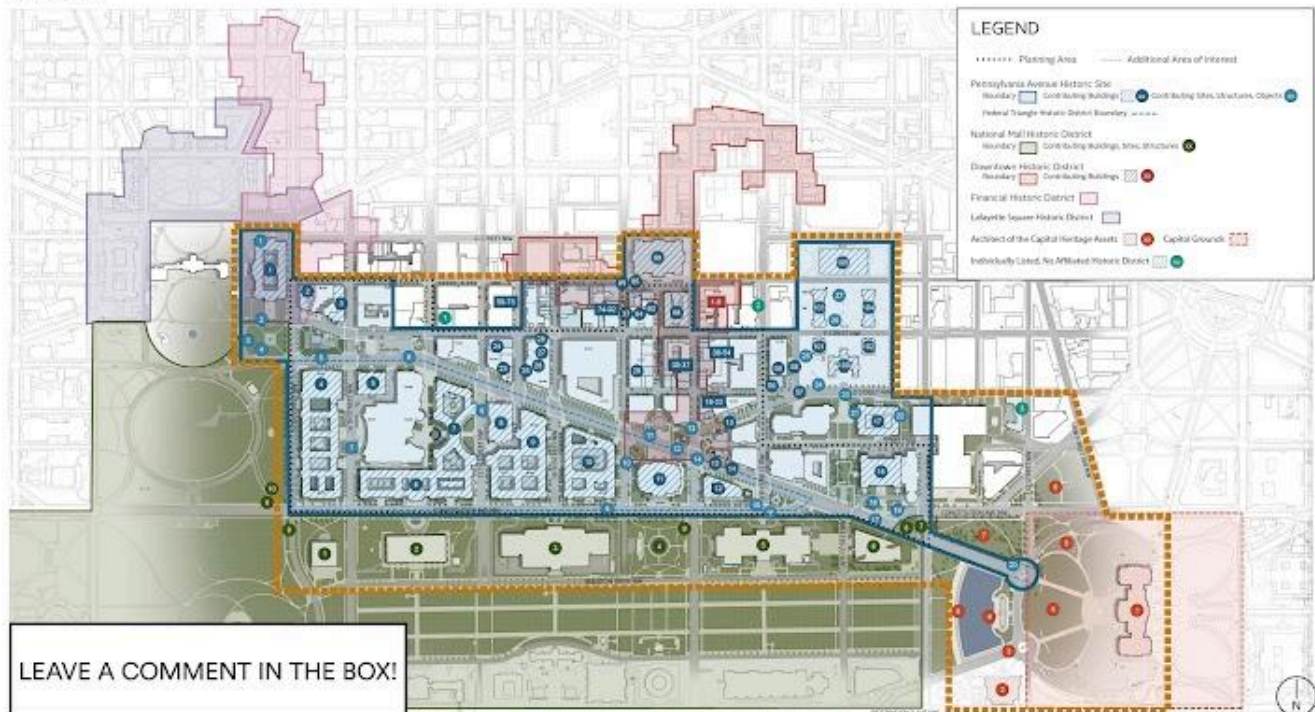
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Any comments on the Section 106 process?

SECTION 106

PROPOSED AREA OF POTENTIAL EFFECTS & IDENTIFIED HISTORIC PROPERTIES

This map shows the proposed Area of Potential Effects (APE) and all historic properties that have been identified within it. Due to the prominence of Pennsylvania Avenue between the U.S. Capitol and White House, the Avenue and its environs contain multitudes of historically, culturally, and architecturally significant buildings, sites, structures, and objects (memorials) associated with the development of Washington, DC. Elements of historic properties often contribute to multiple historic districts or sites and may also be individually listed at the local and national levels. The list of identified historic properties, categorized by historic district and keyed to the APE map, is available as part of the Section 106 process.



Pennsylvania Avenue Corridor Priorities

Tell us your priorities for the Pennsylvania Avenue Corridor by ranking your top elements 1 (most important) to 8 (least important)

Staggered Canopy Grid Tree Alignment (without Poles)



Columnar Fastigate Tree Alignment (without Poles)



Staggered Canopy Grid Tree Alignment (with Poles)



Columnar Fastigate Tree Alignment (with Poles)

	1 (most important)	2	3	4	5	6	7	8 (least important)
Shade	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Variety of Food Options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restrooms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Views of the Capitol	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hydration Station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Planted

Spaces

Flexible Seating / Benches

Other (please specify below)

"Other" priority from question above.

If you ranked "other" in the previous question, please share other element(s).

.....

What do you most want to experience on the Avenue?

.....

Any other general comments that you want to share with the planning team.

We are worried for a promenade only design, we are afraid, our streets will transform into a shelter for people in need. Please keep the roads for car transit. We have already a large promenade that is The National Mall. Thank you!

.....

This form was created inside of Land Collective.



Pennsylvania Avenue Plan - Public Engagement

The New Pennsylvania Avenue Plan will beautify public spaces, upgrade aging infrastructure, and create efficient stewardship. When complete, the plan will lay the framework for the Avenue as a stage for awe-inspiring events and an iconic setting for everyday life.

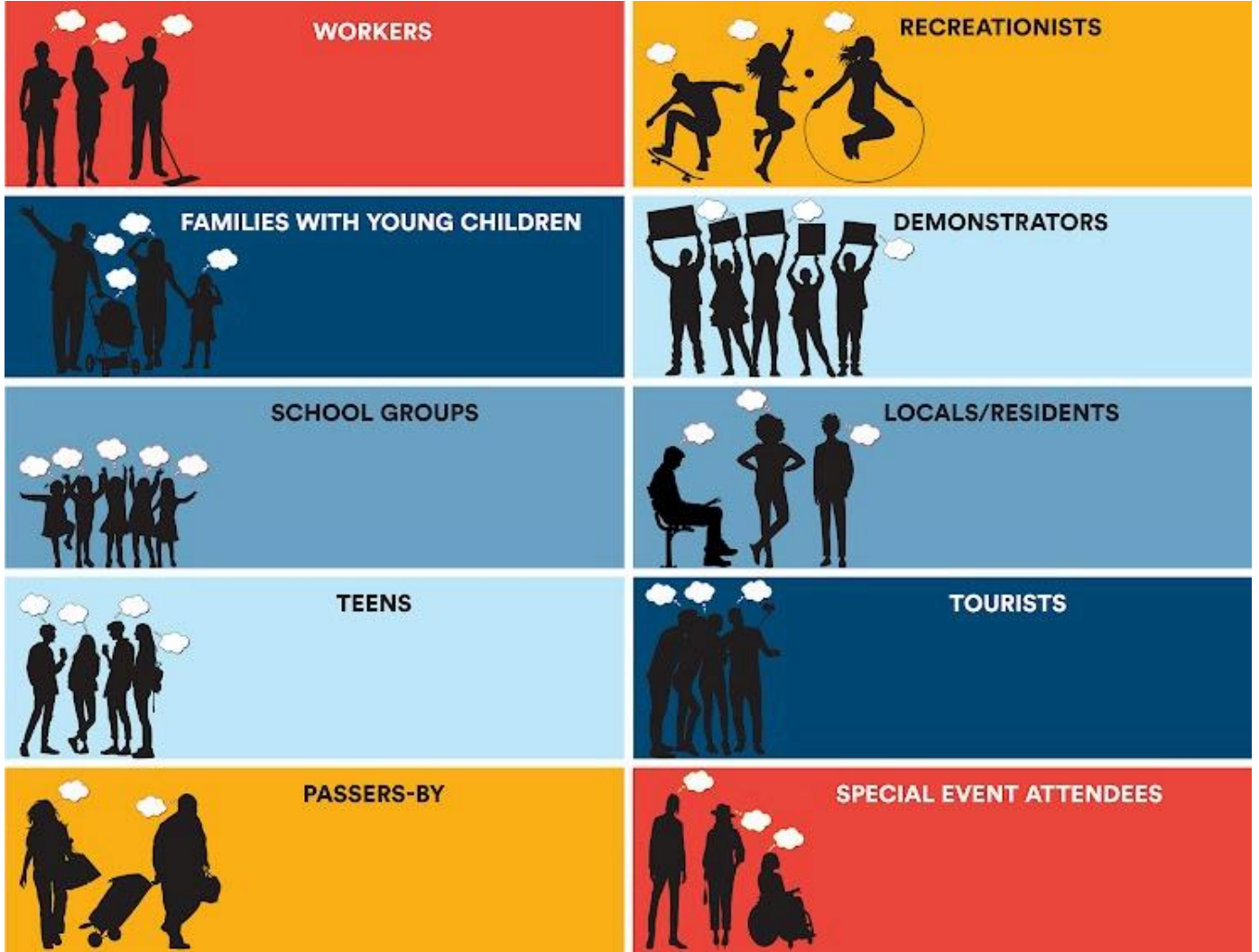
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We appreciate any comments you have. All questions are optional.

What do these groups of people need on the Avenue? (*workers, families with young children, school groups, teens, passer-bys, recreationists, demonstrators, locals/residents, tourists, and special event attendees*)

It is encouraged to answer for multiple groups, as desired.



What are your priorities for the Pennsylvania Avenue public spaces?

Select the level of importance for the following public space elements. Answer as many as you wish.

Two Western End Alternatives



One Market Square Alternative



One Eastern End Alternative

	Very Important	Important	Neutral	Less Important	Not Important
Shade (canopy trees, shade structure, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Large Gathering Space (first amendment activities, markets, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Water Feature (splash pad, fountain, etc.)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian Friendly Streets (curbless streets,	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

active sidewalks,
etc.)

Public Art
(sculpture,
interactive art,
etc.)

<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	----------------------------------	-----------------------	-----------------------

Market Areas
(pop-ups,
vendors, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	----------------------------------	-----------------------	-----------------------	-----------------------

Local Amenities
(play areas, dog
park, etc.)

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	----------------------------------	-----------------------

Seating Areas
(moveable tables
& chairs,
bench/seatwalls,
etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	----------------------------------	-----------------------	-----------------------	-----------------------

Flexible Event
Space (small
concerts,
festivals, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	----------------------------------	-----------------------	-----------------------	-----------------------

Recreation/Play
(play elements
for all ages,
outdoor fitness,
etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	----------------------------------	-----------------------	-----------------------	-----------------------

Planted Spaces
(garden beds,
landscaped
areas, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	----------------------------------	-----------------------	-----------------------	-----------------------

Comfort Stations
(restrooms, water
stations, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------	-----------------------	-----------------------

Are there design elements not listed above that are important to you? *If so, please share.*

Comments on the NEPA scoping process?

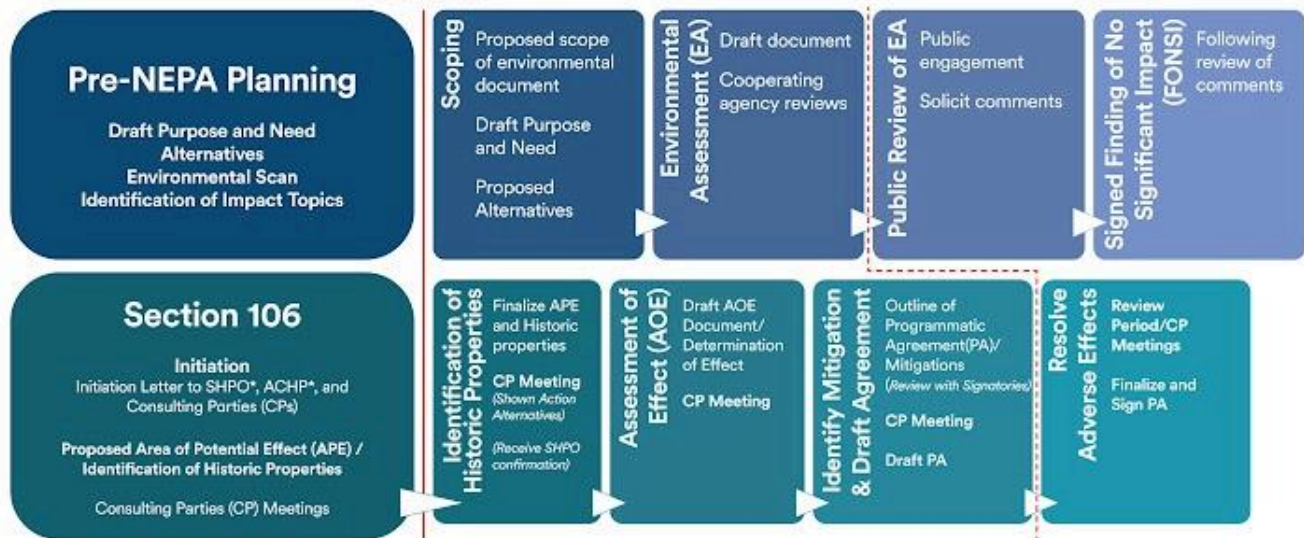
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Purpose and Need: Are we missing anything?

PURPOSE AND NEED

PURPOSE

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Image Credit - Ted Eytan, Creative Commons, Washington Nationals World Series Victory Parade

NEED

- **Restore Beauty and Grandeur** by modernizing outdated streetscape and aging infrastructure so the “main street of the nation” functions as a thriving, premier destination.
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Are we missing anything?

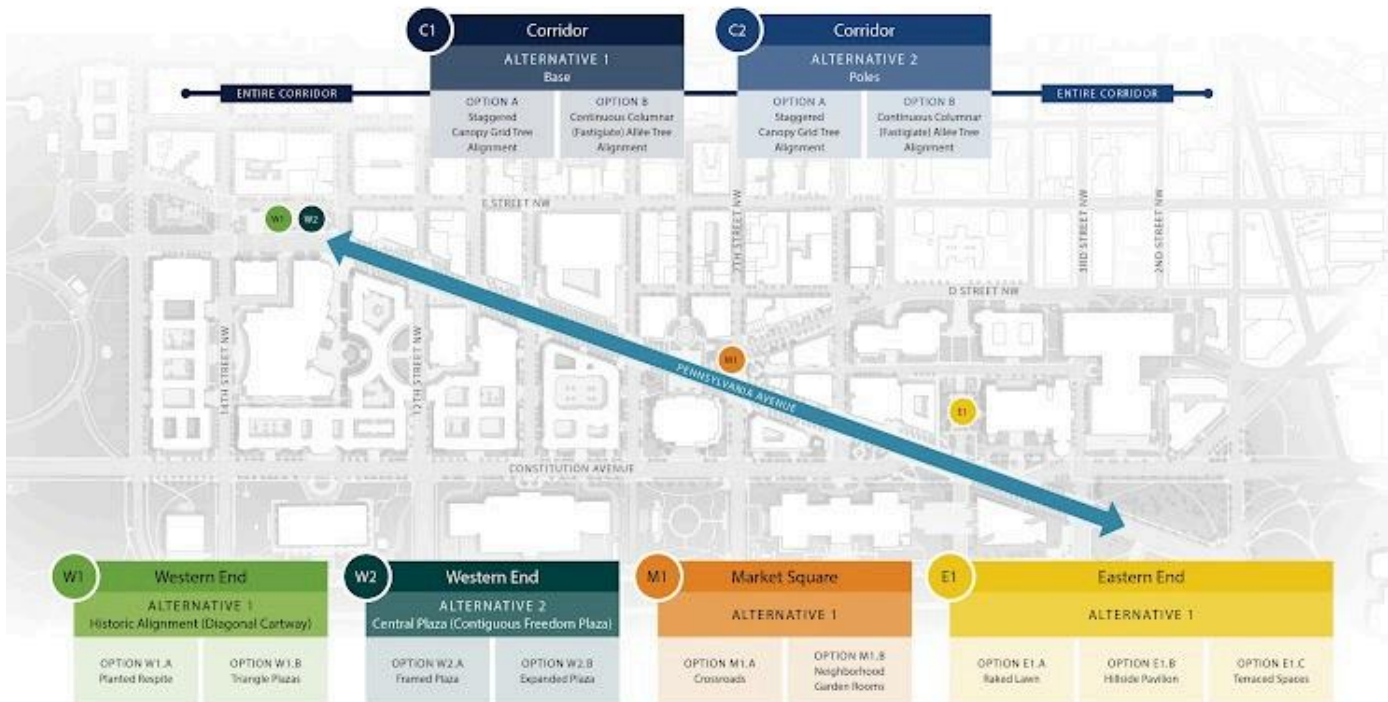
LEAVE A COMMENT IN THE BOX!

Are these the right alternatives? Should we look at any other options? (Tell us what they are!)

ALTERNATIVES FOR EVALUATION

OVERVIEW

See design concept materials for more details.



Are these the right alternatives?
Should we look at any other options? (Tell us what they are!)

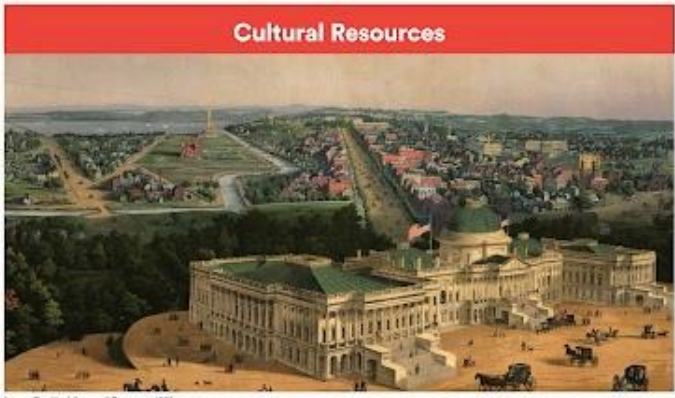
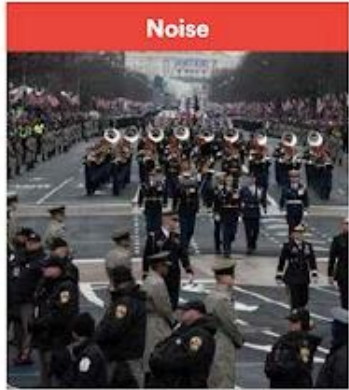
LEAVE A COMMENT IN THE BOX!

What other environmental issues affect Pennsylvania Avenue the most?

(in addition to vegetation and trees; visitor use and experience; noise, cultural resources, and traffic and transportation)

IMPACT TOPICS

ENVIRONMENTAL TOPICS IDENTIFIED



What other environmental issues affect Pennsylvania Avenue the most?

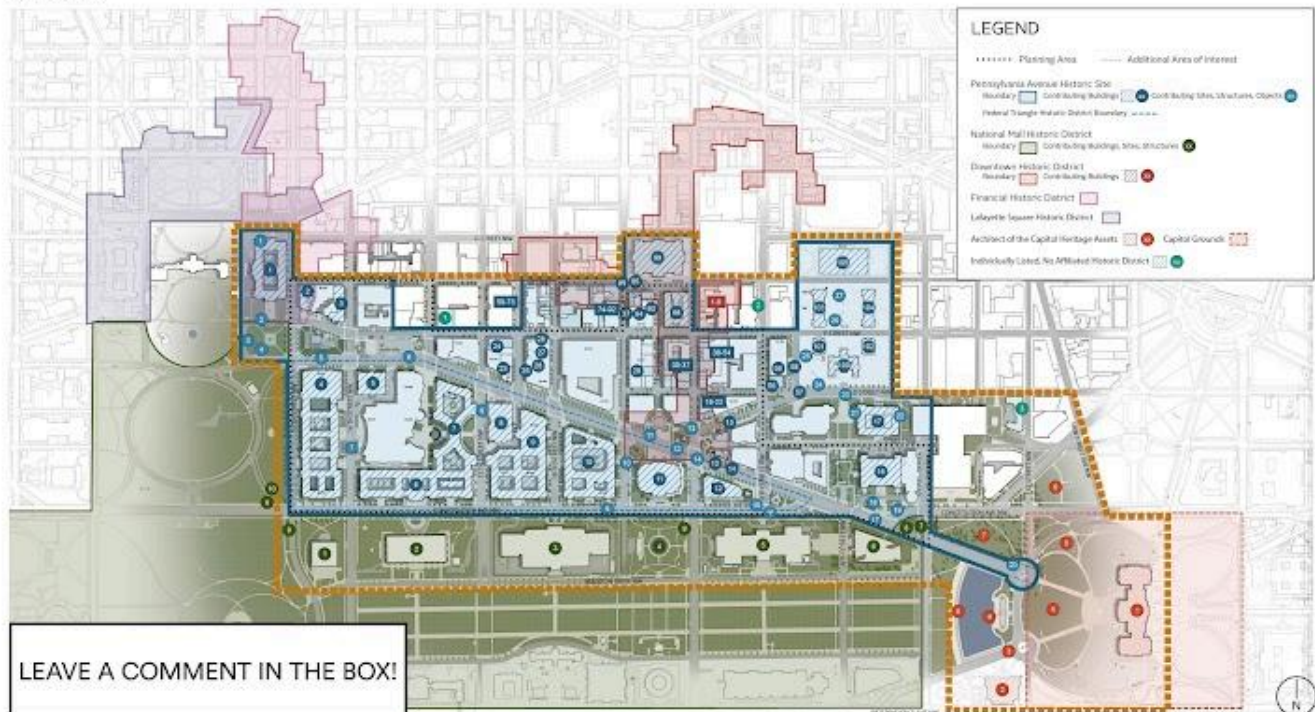
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SECTION 106

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LEAVE A COMMENT IN THE BOX!

Pennsylvania Avenue Corridor Priorities

Tell us your priorities for the Pennsylvania Avenue Corridor by ranking your top elements 1 (most important) to 8 (least important)

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	1 (most important)	2	3	4	5	6	7	8 (least important)
Shade	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Variety of Food Options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restrooms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Views of the Capitol	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hydration Station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Planted

Spaces

○ ○ ○ ○ ○ ○ ○ ○ ○

Flexible Seating / Benches

○ ○ ○ ○ ○ ○ ○ ○ ○

Other (please specify below)

○ ○ ○ ○ ○ ○ ○ ○ ○

"Other" priority from question above.

If you ranked "other" in the previous question, please share other element(s).

none

What do you most want to experience on the Avenue?

Any other general comments that you want to share with the planning team.

This form was created inside of Land Collective.



Pennsylvania Avenue Plan - Public Engagement

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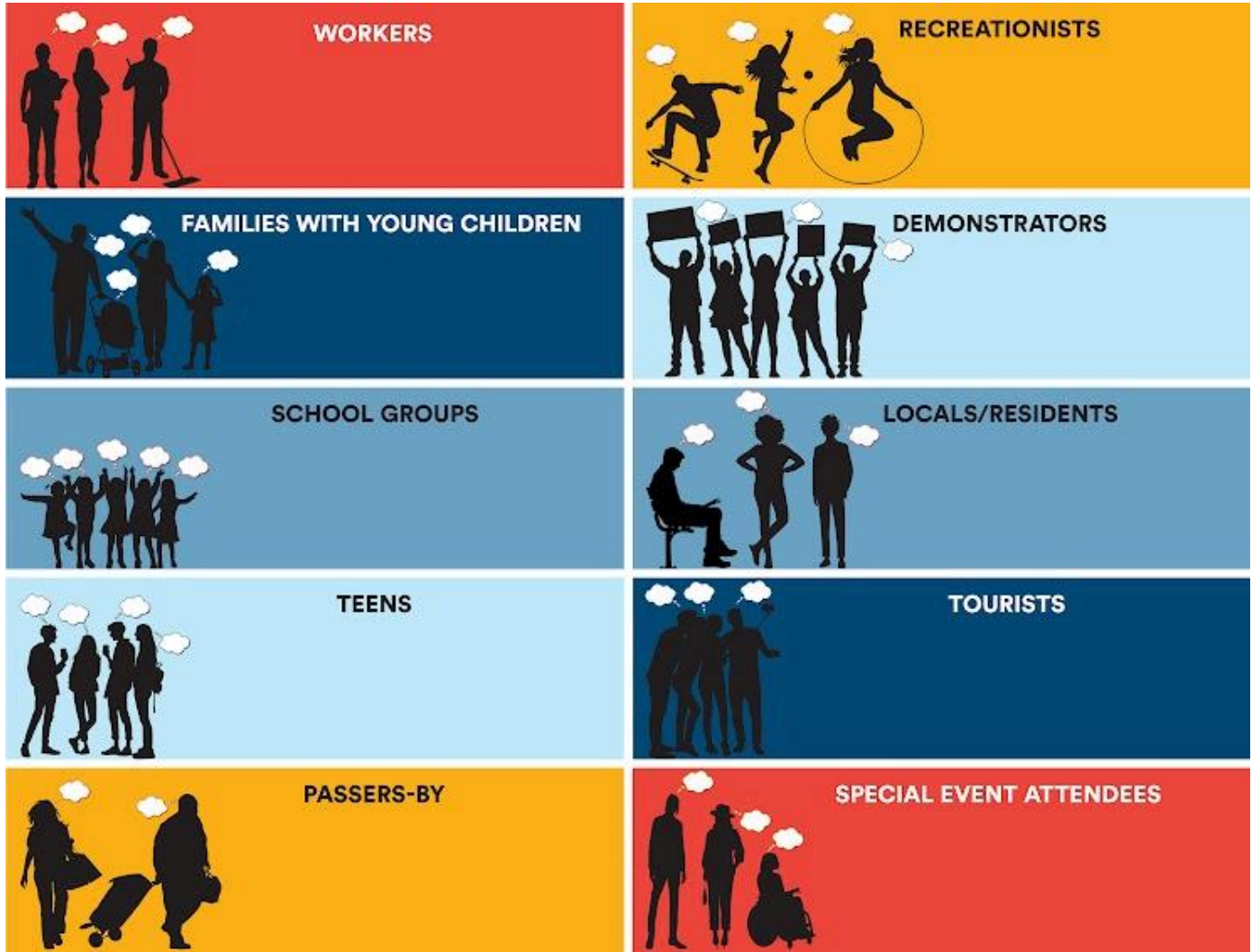
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We appreciate any comments you have. All questions are optional.

What do these groups of people need on the Avenue? (*workers, families with young children, school groups, teens, passer-bys, recreationists, demonstrators, locals/residents, tourists, and special event attendees*)

It is encouraged to answer for multiple groups, as desired.



Benches and seating are needed along the avenue. Alternatives with more trees and shade are appreciated!

What are your priorities for the Pennsylvania Avenue public spaces?

Select the level of importance for the following public space elements. Answer as many as you wish.

Two Western End Alternatives



One Market Square Alternative



One Eastern End Alternative

	Very Important	Important	Neutral	Less Important	Not Important
Shade (canopy trees, shade structure, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Water Feature (splash pad, fountain, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian Friendly Streets (curbless streets,	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

active sidewalks,
etc.)

Public Art
(sculpture,
interactive art,
etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Market Areas
(pop-ups,
vendors, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Local Amenities
(play areas, dog
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Seating Areas
(moveable tables
& chairs,
bench/seatwalls,
etc.)

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Flexible Event
Space (small
concerts,
festivals, etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Recreation/Play
(play elements
for all ages,
outdoor fitness,
etc.)

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Planted Spaces
(garden beds,
landscaped
areas, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Comfort Stations
(restrooms, water
stations, etc.)

<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
----------------------------------	-----------------------	-----------------------	-----------------------	-----------------------

Are there design elements not listed above that are important to you? *If so, please share.*

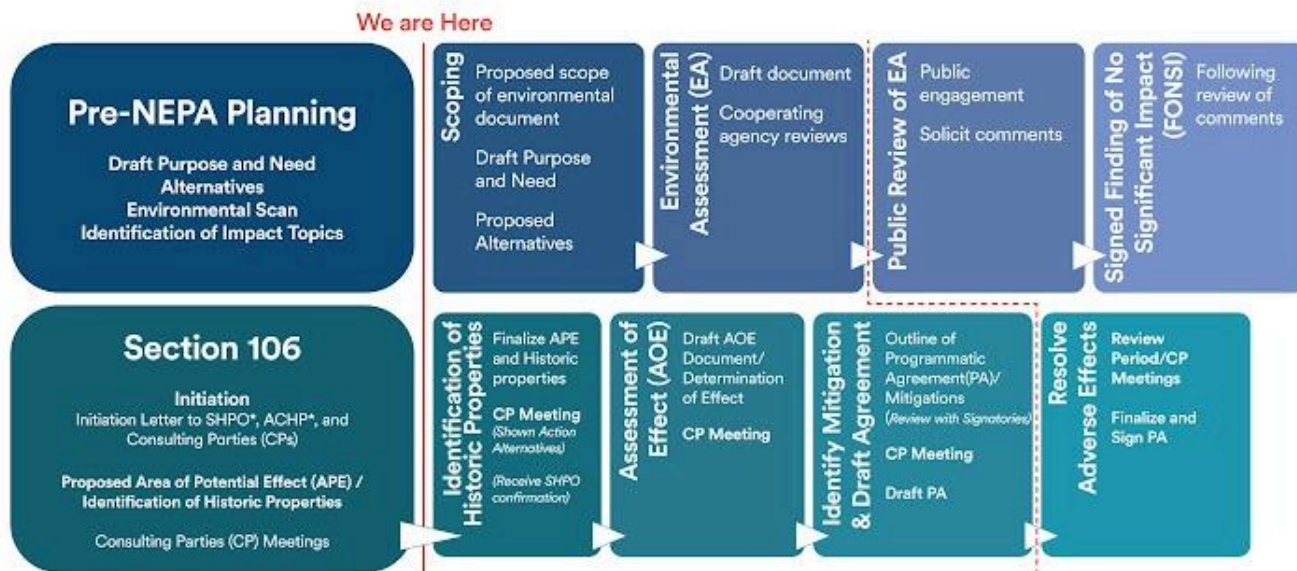
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Purpose and Need: *Are we missing anything?*

PURPOSE AND NEED

PURPOSE

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NEED

- **Restore Beauty and Grandeur** by modernizing outdated streetscape and aging infrastructure so the “main street of the nation” functions as a thriving, premier destination.
- **Expand Civic Stage Role** so the Avenue can attract and accommodate additional and more varied events, serve more often as a premier civic stage and gathering venue, and reduce strain on the National Mall.
- **Streamline Governance** by addressing split local and federal responsibilities that cause inefficiencies in operations, maintenance, and programming.



Are we missing anything?

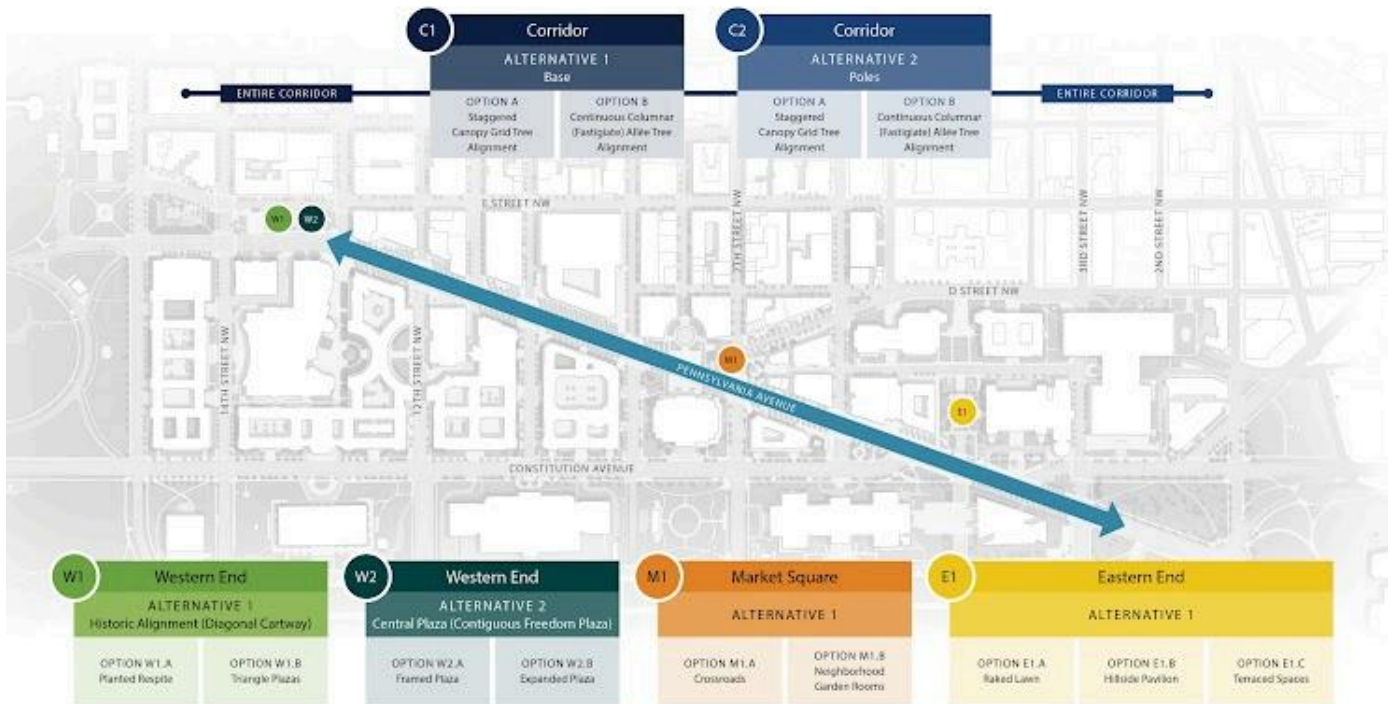
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Are these the right alternatives? Should we look at any other options? (Tell us what they are!)

ALTERNATIVES FOR EVALUATION

OVERVIEW

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Are these the right alternatives?
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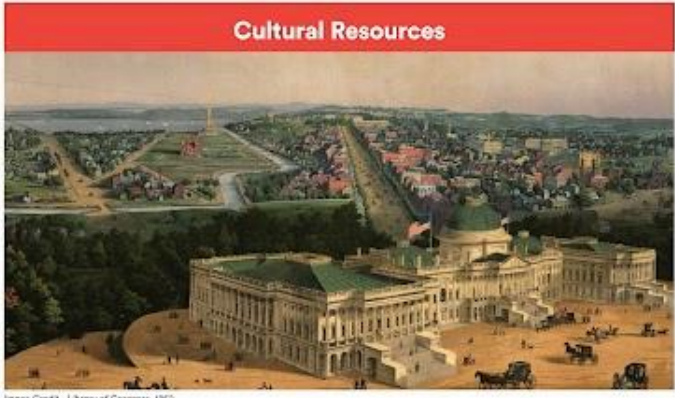
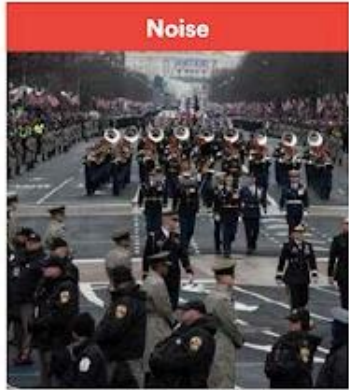
For the western end, I prefer attentive 1 (historic alignment).

What other environmental issues affect Pennsylvania Avenue the most?

(in addition to vegetation and trees; visitor use and experience; noise, cultural resources, and traffic and transportation)

IMPACT TOPICS

ENVIRONMENTAL TOPICS IDENTIFIED



What other environmental issues affect Pennsylvania Avenue the most?

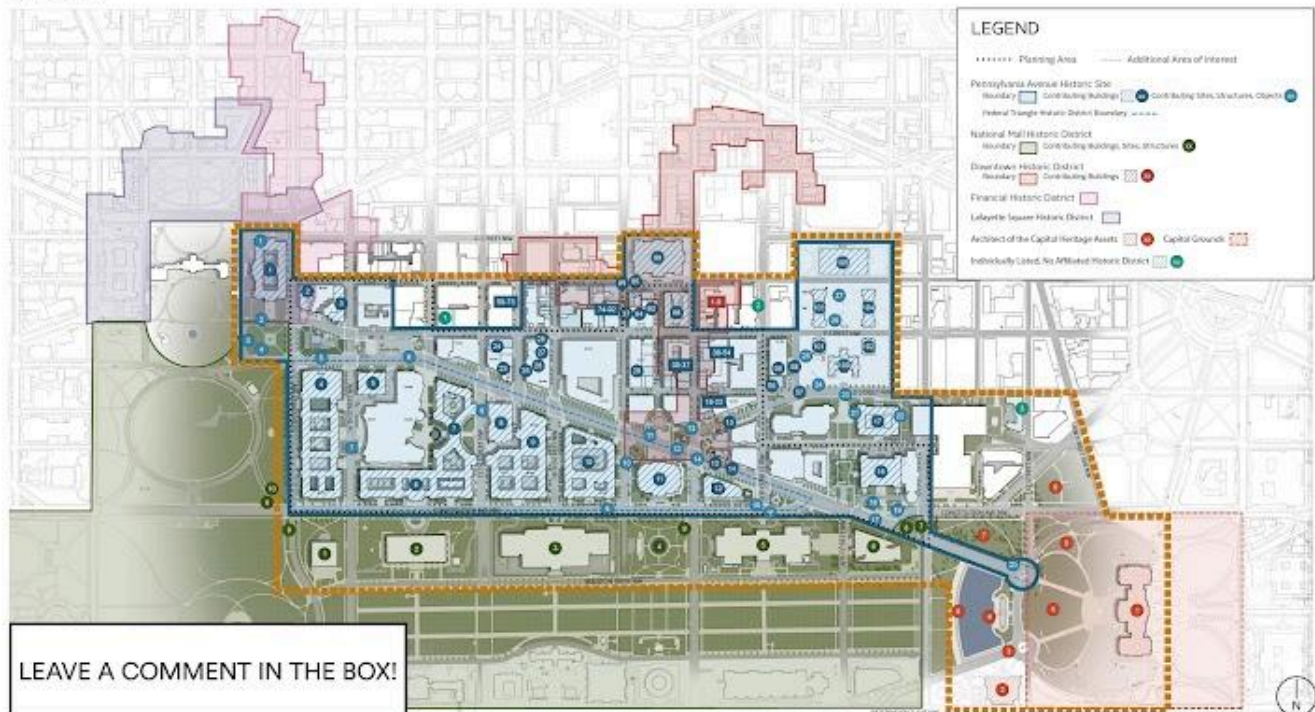
LEAVE A COMMENT IN THE BOX!

Any comments on the Section 106 process?

SECTION 106

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Staggered Canopy Grid Tree Alignment (without Poles)



Columnar Fastigate Tree Alignment (without Poles)



Staggered Canopy Grid Tree Alignment (with Poles)



Columnar Fastigate Tree Alignment (with Poles)

	1 (most important)	2	3	4	5	6	7	8 (least important)
Shade	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Variety of Food Options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Restrooms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Views of the Capitol	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hydration Station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Planted

Spaces

Flexible Seating / Benches

Other (please specify below)

"Other" priority from question above.

If you ranked "other" in the previous question, please share other element(s).

What do you most want to experience on the Avenue?

Shade and seating

Any other general comments that you want to share with the planning team.

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The New Pennsylvania Avenue Plan will beautify public spaces, upgrade aging infrastructure, and create efficient stewardship. When complete, the plan will lay the framework for the Avenue as a stage for awe-inspiring events and an iconic setting for everyday life.

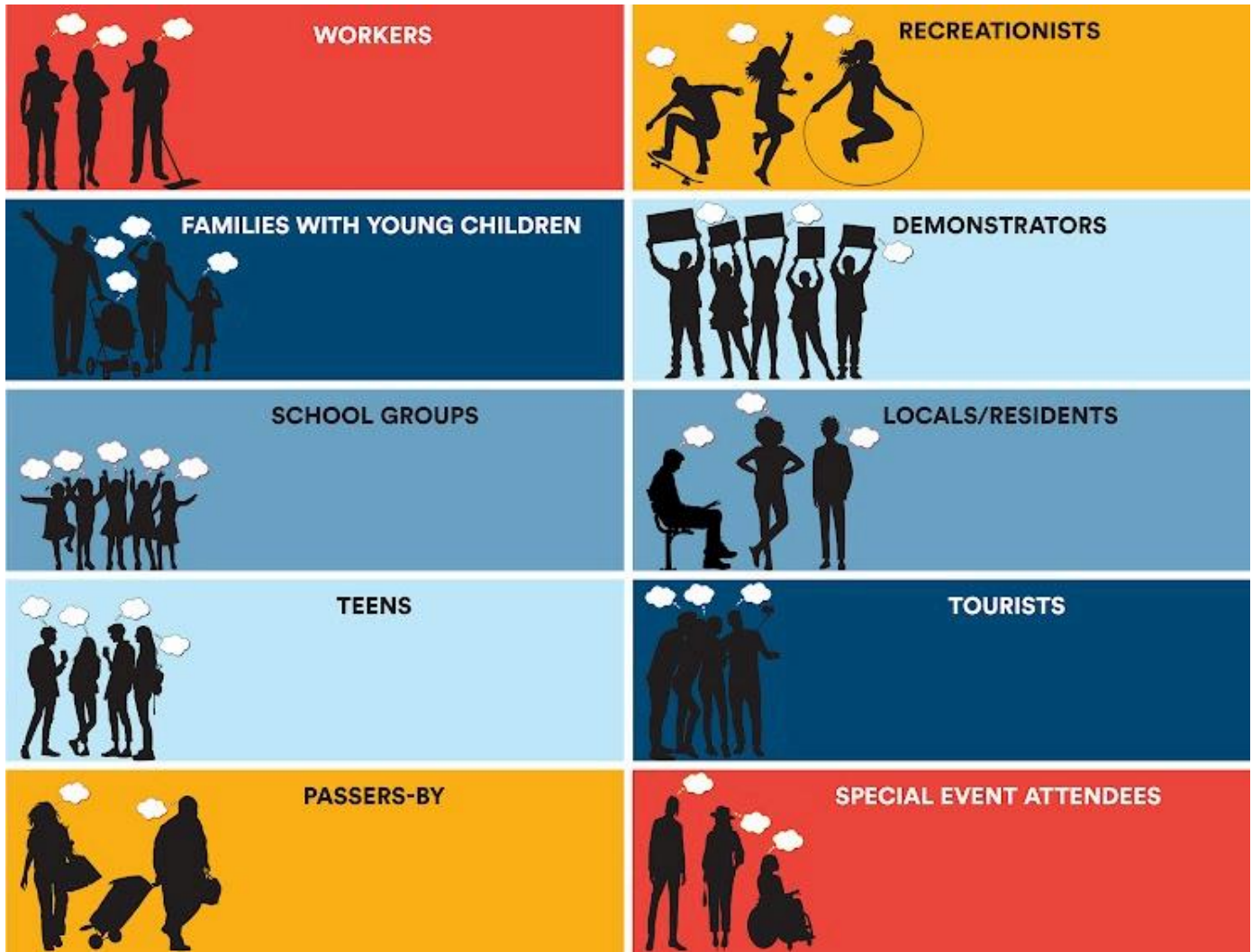
NCPC initiated the National Environmental Policy Act scoping on March 31 and presented new design concepts for the corridor and three main public spaces at the commission's April 2 meeting. NCPC is hosting several opportunities for the public to learn more and ask questions about these design concepts, which include two virtual public meetings with the design consultant team and an in-person public engagement forum at the National Building Museum on April 9, which will remain accessible during normal museum operating hours through April 30. Virtual meetings will be held on Wednesday, April 8 at noon and Wednesday, April 22 at 6:30pm. The same material will be presented at each meeting.

This form asks the same questions that are posed at the in-person public engagement forum. Comments are accepted here, at the in-person forum, and through the NCPC website (ncpc.gov/initiatives/pennave/) from March 31 through April 30, 2026.

We appreciate any comments you have. All questions are optional.

What do these groups of people need on the Avenue? (*workers, families with young children, school groups, teens, passer-bys, recreationists, demonstrators, locals/residents, tourists, and special event attendees*)

It is encouraged to answer for multiple groups, as desired.



Pennsylvania Ave NW for all intents and purposes isn't just "America's Main Street," it is a critical gathering place and thoroughfare for local Washingtonians as well. Any redesign of the corridor needs to present opportunities for people to celebrate, travel, protest, and relax by fostering flexible spaces that can be used for diverse activities. The current iteration of Pennsylvania Ave is heavily auto-centric with little regard placed for people - a road that promotes high speeds for vehicles. People need to feel safe being able to cross the street, large canopy trees need to be planted to reduce urban heat and provide shade during events in the summertime, and people on bicycles need to be protected with permanent vertical and horizontal separation from moving vehicles.

What are your priorities for the Pennsylvania Avenue public spaces?

Select the level of importance for the following public space elements. Answer as many as you wish.

Two Western End Alternatives



One Market Square Alternative



One Eastern End Alternative

	Very Important	Important	Neutral	Less Important	Not Important
Shade (canopy trees, shade structure, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Large Gathering Space (first amendment activities, markets, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Water Feature (splash pad, fountain, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Pedestrian Friendly Streets (curbless streets,	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

active sidewalks,
etc.)

Public Art
(sculpture,
interactive art,
etc.)

Market Areas
(pop-ups,
vendors, etc.)

Local Amenities
(play areas, dog
park, etc.)

Seating Areas
(moveable tables
& chairs,
bench/seatwalls,
etc.)

Flexible Event
Space (small
concerts,
festivals, etc.)

Recreation/Play
(play elements
for all ages,
outdoor fitness,
etc.)

Planted Spaces
(garden beds,
landscaped
areas, etc.)

Comfort Stations
(restrooms, water
stations, etc.)

Are there design elements not listed above that are important to you? *If so, please share.*

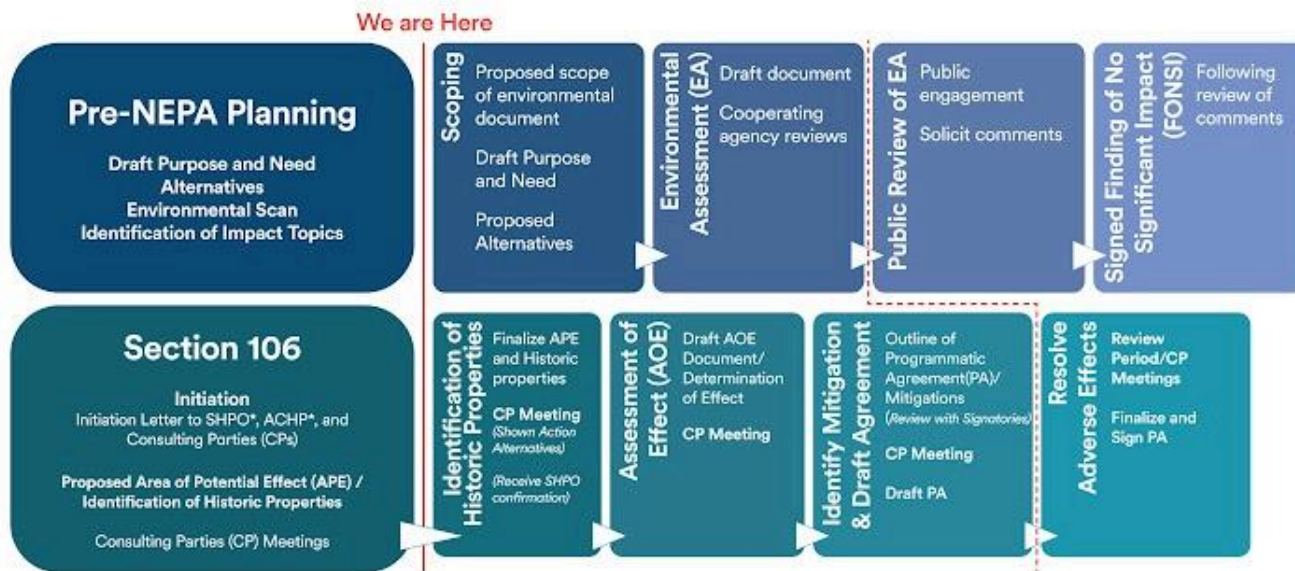
Comments on the NEPA scoping process?

WHAT ARE NEPA AND SECTION 106?

The **National Environmental Policy Act (NEPA)** is part of a planning and decision-making process for federal projects. NEPA requires federal agencies to analyze the environmental impacts of actions and to engage the public as part of project planning.

Federal projects must also comply with **Section 106 of the National Historic Preservation Act**. Section 106 requires federal agencies to conduct formal review before construction, repair, or ground/visual disturbances to any historic or eligible properties, and to engage the public as part of project planning.

NEPA/SECTION 106 APPROACH AND TIMELINE



How do you give input during the NEPA process?

- Leave a comment here today! (Scoping comment period: March 31 – April 30)
- Leave a comment at npsc.gov/initiatives/pennave/
- Comment on the EA during the public review period



*SHPO - DC Historic Preservation Office *ACHP - Advisory Council of Historic Preservation

Purpose and Need: Are we missing anything?

PURPOSE AND NEED

PURPOSE

Elevate and beautify Pennsylvania Avenue as an iconic corridor and an attractive gathering space for residents, visitors, and workers by upgrading the infrastructure and streetscape, enhancing the civic stage, and streamlining governance.



Image Credit - Ted Eytan, Creative Commons, Washington Nationals World Series Victory Parade

NEED

- **Restore Beauty and Grandeur** by modernizing outdated streetscape and aging infrastructure so the "main street of the nation" functions as a thriving, premier destination.
- **Expand Civic Stage Role** so the Avenue can attract and accommodate additional and more varied events, serve more often as a premier civic stage and gathering venue, and reduce strain on the National Mall.
- **Streamline Governance** by addressing split local and federal responsibilities that cause inefficiencies in operations, maintenance, and programming.



Are we missing anything?

LEAVE A COMMENT IN THE BOX!

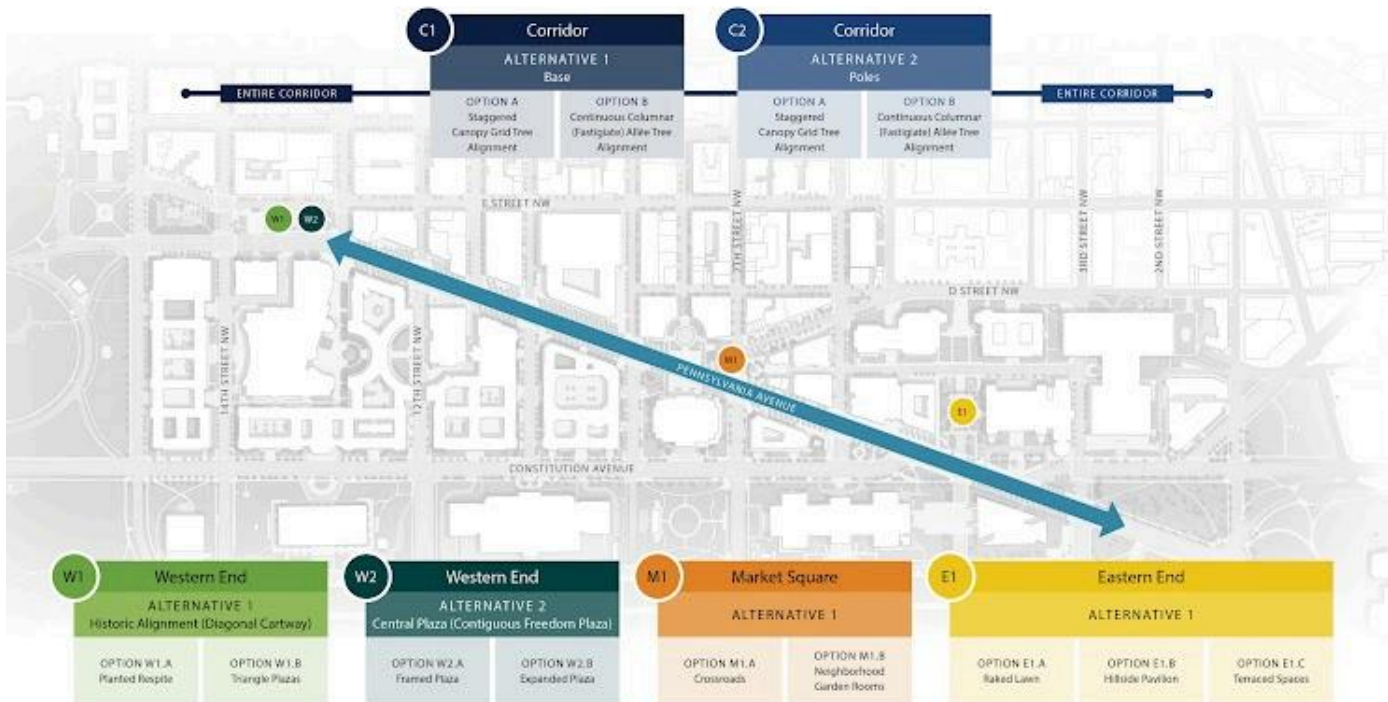
Reducing the amount of impervious surfaces (asphalt, concrete, etc.) that channels stormwater away and increases urban heat. Pennsylvania Ave, and DC as a whole, needs to install more vegetation, trees, rain gardens, and bioswales to prevent flood impacts, increase shade, and to encourage opportunities for carbon capture.

Are these the right alternatives? Should we look at any other options? (Tell us what they are!)

ALTERNATIVES FOR EVALUATION

OVERVIEW

See design concept materials for more details.



Are these the right alternatives?
Should we look at any other options? (Tell us what they are!)

LEAVE A COMMENT IN THE BOX!

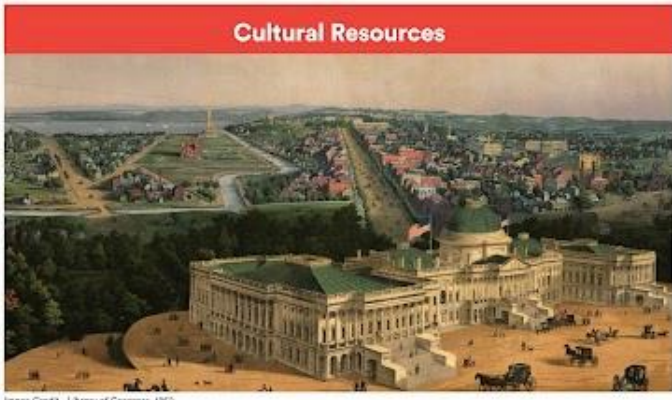
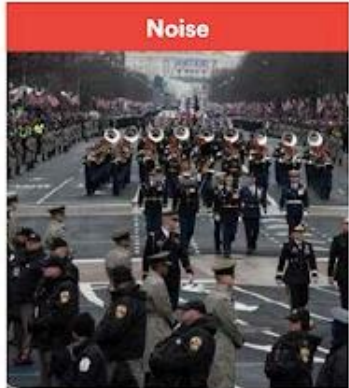
I am opposed to the splitting of Freedom Plaza into separate areas and am discouraged to see that the NCPC is interested in extending the historic alignment to 14th Street NW. This does nothing to facilitate travel movements given that the corridor dead ends another block to the west anyways while taking away an important gathering space, protest rallying point, and area for pop-up markets in a plaza that is currently well-used. Pennsylvania Ave needs to be designed for people, not for automobiles.

What other environmental issues affect Pennsylvania Avenue the most?

(in addition to vegetation and trees; visitor use and experience; noise, cultural resources, and traffic and transportation)

IMPACT TOPICS

ENVIRONMENTAL TOPICS IDENTIFIED



What other environmental issues affect Pennsylvania Avenue the most?

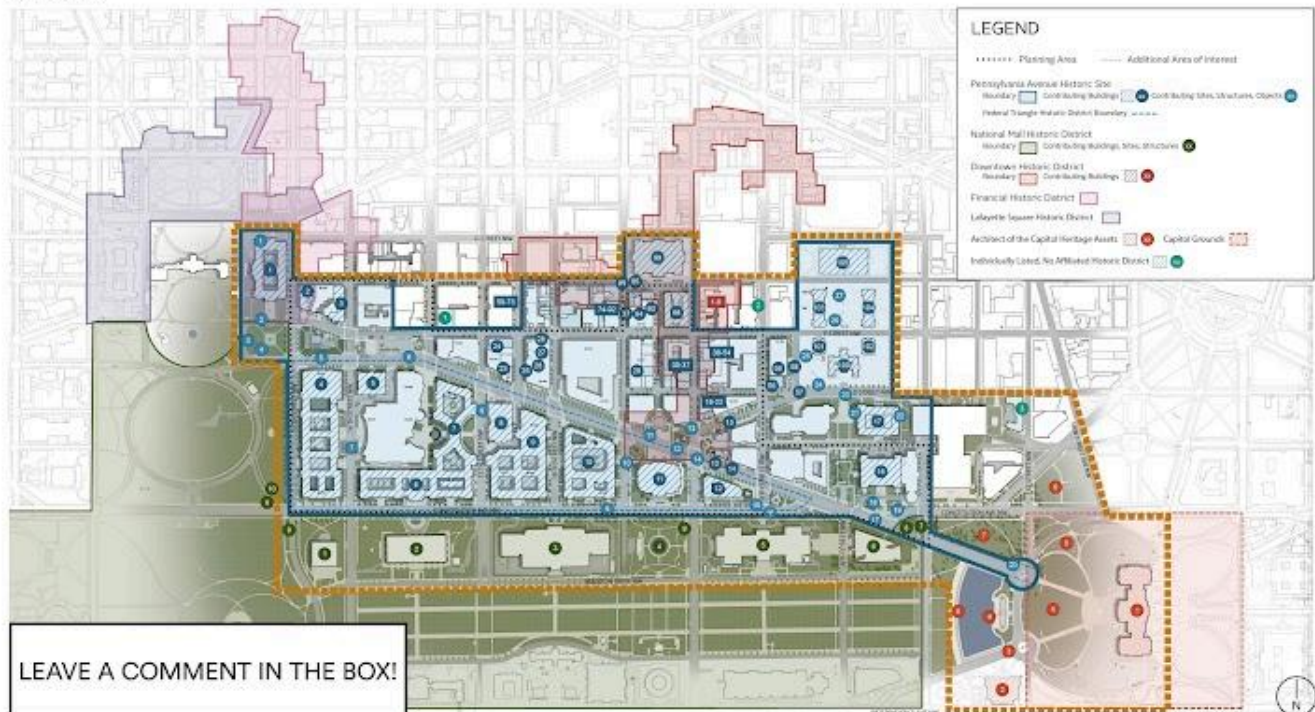
LEAVE A COMMENT IN THE BOX!

Any comments on the Section 106 process?

SECTION 106

PROPOSED AREA OF POTENTIAL EFFECTS & IDENTIFIED HISTORIC PROPERTIES

This map shows the proposed Area of Potential Effects (APE) and all historic properties that have been identified within it. Due to the prominence of Pennsylvania Avenue between the U.S. Capitol and White House, the Avenue and its environs contain multitudes of historically, culturally, and architecturally significant buildings, sites, structures, and objects (memorials) associated with the development of Washington, DC. Elements of historic properties often contribute to multiple historic districts or sites and may also be individually listed at the local and national levels. The list of identified historic properties, categorized by historic district and keyed to the APE map, is available as part of the Section 106 process.



Pennsylvania Avenue Corridor Priorities

Tell us your priorities for the Pennsylvania Avenue Corridor by ranking your top elements 1 (most important) to 8 (least important)

Staggered Canopy Grid Tree Alignment (without Poles)



Columnar Fastigate Tree Alignment (without Poles)



Staggered Canopy Grid Tree Alignment (with Poles)



Columnar Fastigate Tree Alignment (with Poles)

	1 (most important)	2	3	4	5	6	7	8 (least important)
Shade	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Variety of Food Options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Restrooms	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Views of the Capitol	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hydration Station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Planted

Spaces

<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Flexible Seating / Benches

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Other (please specify below)

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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"Other" priority from question above.

If you ranked "other" in the previous question, please share other element(s).

The US flags along the corridor is overkill, we are all aware of where we are and proud to be Americans. Flags distract from the views of the Capitol, serve as barriers for the illumination of street lighting at night, and could impact the trees not to mention the maintenance needs of having to replace flags ripped by storms/wear and tear.

What do you most want to experience on the Avenue?

A parkway with canopy trees and wide sidewalks on par with the great avenues of other cities in America and in Europe (such as the Gran Via de les Corts Catalanes in Barcelona).

Any other general comments that you want to share with the planning team.

This form was created inside of Land Collective.

