

Government of the District of Columbia

Department of Transportation



April 23, 2020

Commissioner Karen Wirt
Chair, Advisory Neighborhood Commission 6C
P.O. Box 77876
Washington, DC 20013-7787

Commissioner Rachelle Nigro
Chair, Advisory Neighborhood Commission 6E
P.O. Box 26182
Washington, DC 20001

Notice# 20-64-PSD

Dear Chairpersons Wirt and Nigro,

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of our intent to modify traffic and /or parking requirements. This letter is being forwarded to you for the purpose of notification and solicitation of comments on our intent to implement the following in your jurisdiction:

The Installation of Protected Bicycle Lanes on K Street between 7th Street NW and 1st Street NE

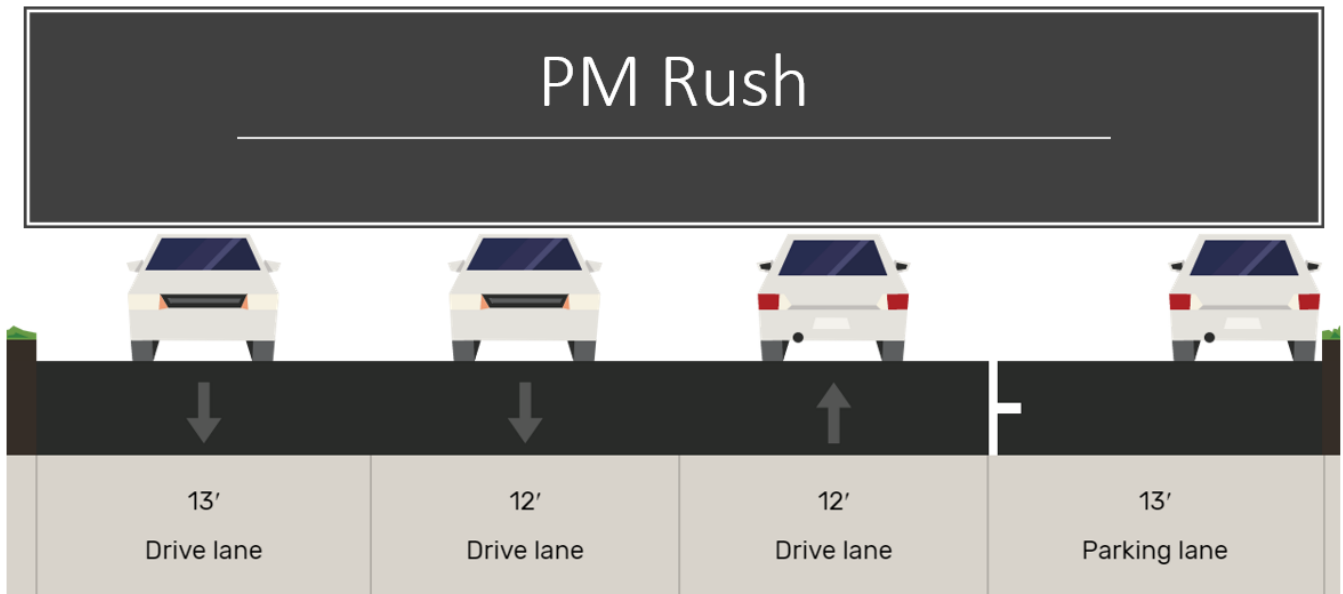
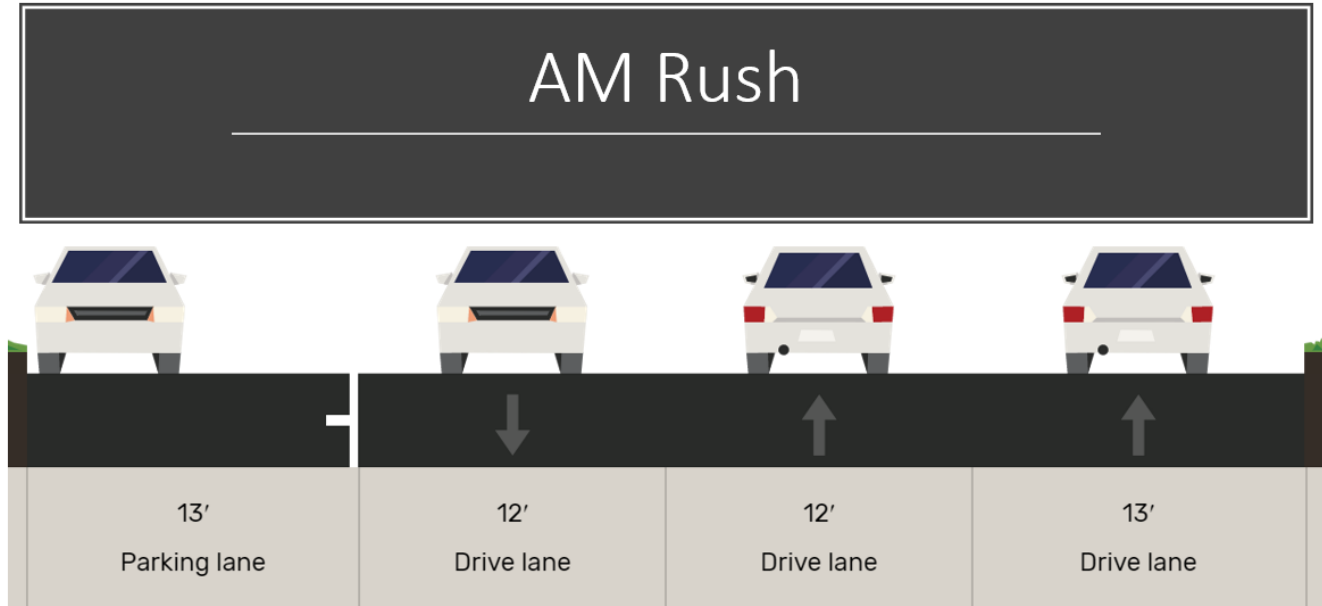
K Street between 6th Street NW and 1st Street NE was identified as one of two priority corridors in the [2018 NoMa/Mount Vernon Triangle Bicycle Network Study](#). This study analyzed four streets - K, L, M, and N - between 6th Street NW and 6th Street NE with the goal of identifying one or more corridors for continuous and consistent bicycle accommodations. This study arose out of the lack of intuitive and low-stress bicycling routes between NoMa and the eastern part of Downtown. This project will close the .86-mile gap by connecting an existing cycle track on 1st Street NE to Mount Vernon Square/7th Street NW. Below is a detailed description of the existing and proposed conditions.

K Street between 7th St NW and 1st St NE is 50' wide curb-to-curb. The current roadway configuration has three distinct sections:

1. 1st St NE to 3rd St NW
2. 3rd St NW to 6th St NW
3. 6th St NW to 7th St NW

1. Existing Condition - 1st Street NE to 3rd Street NW

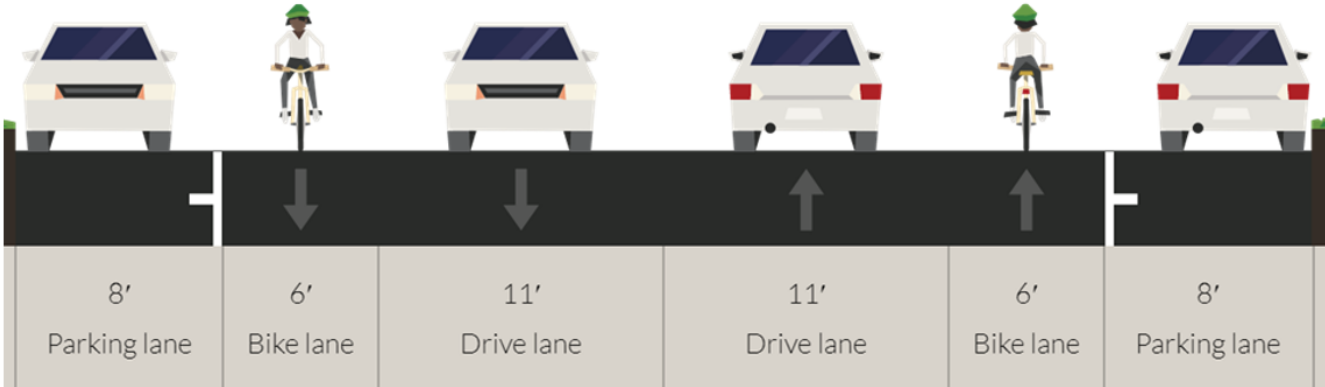
Between 1st NE and 3rd St NW there are 2 off-peak travel lanes, and 3 peak lanes. Parking is restricted westbound during the AM peak, and eastbound during the PM peak.



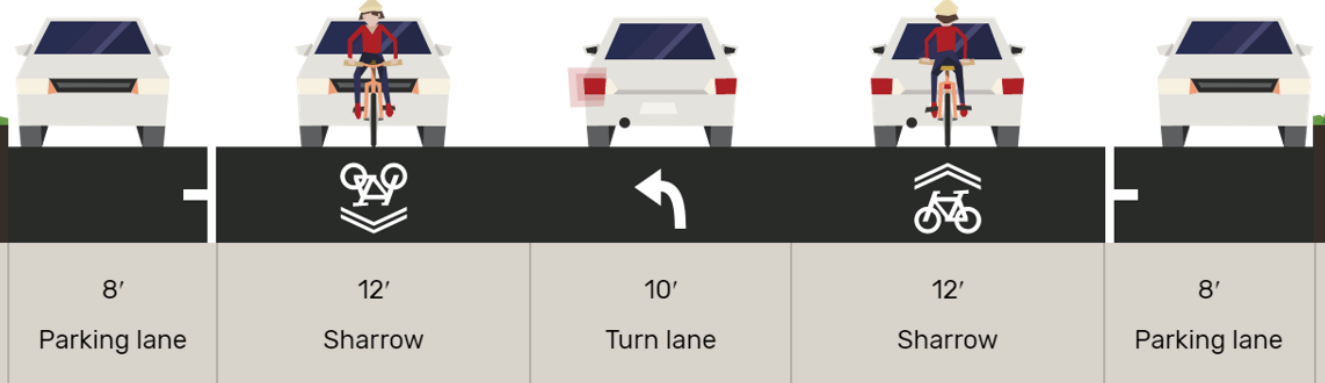
2. Existing Condition - 3rd Street NW to 6th Street NW

Between 3rd and 6th Streets, there are 2 travel lanes, full-time parking, and a combination of bike lanes, with sharrows and turn lanes at intersections.

Mid-block

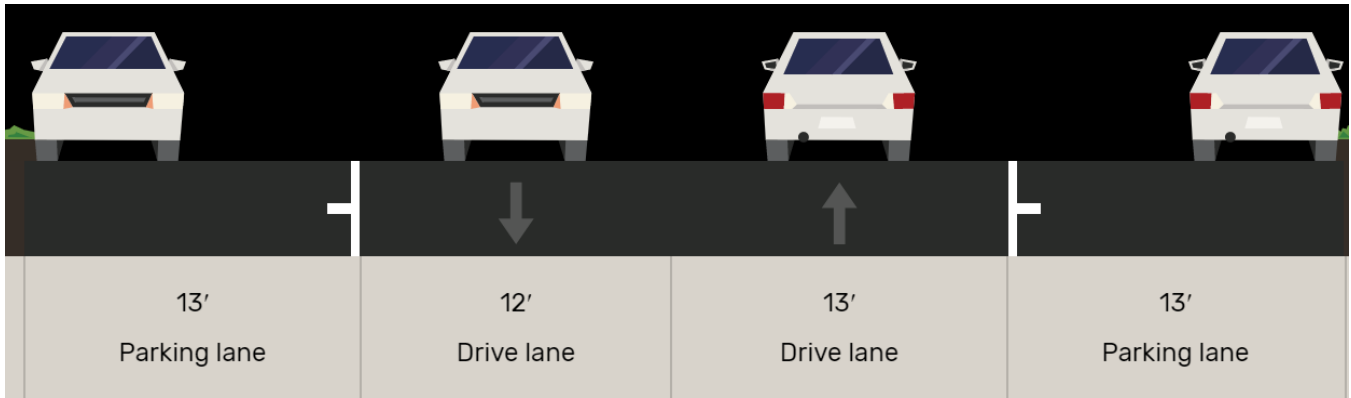


Intersections



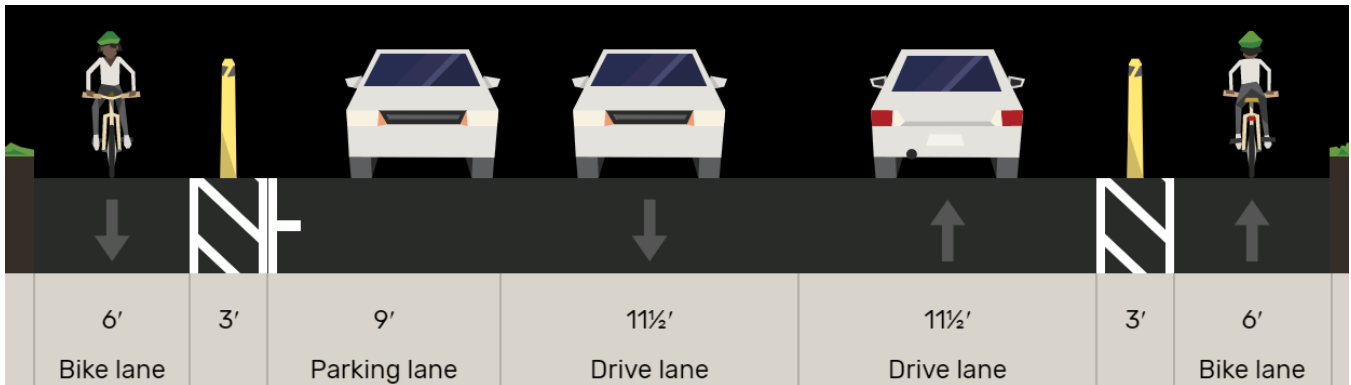
3. Existing Condition - 6th Street NW to 7th Street NW

Between 6th and 7th Streets, NW there are two travel lanes and full-time parking on both sides of the street. This section lacks a bicycle facility.



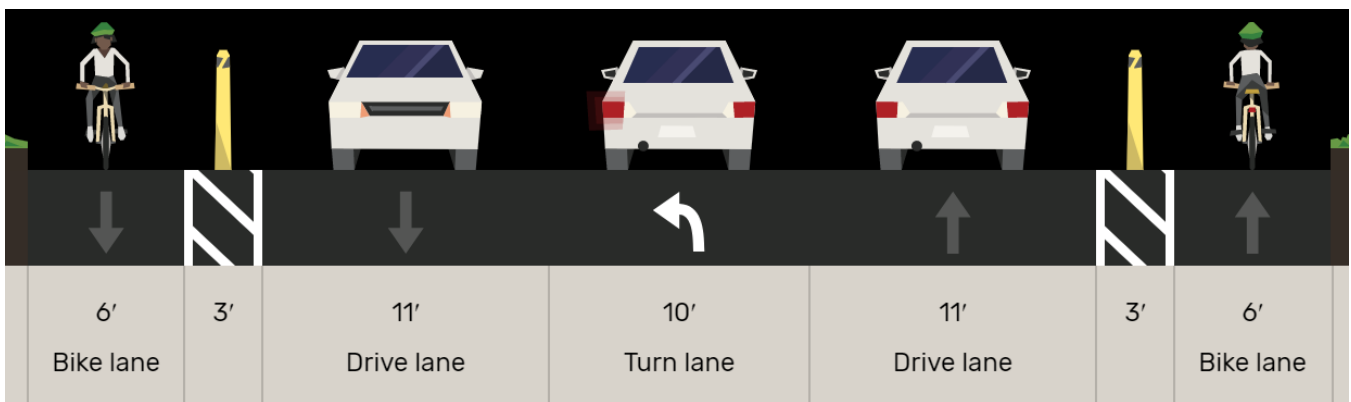
Proposed Configuration - 1st Street NE to 7th Street NW

The proposed condition will remove parking on the north side and make it permanent (i.e. non-restricted) on the south side. To increase visibility at alleys, driveways, and intersections, additional parking must be removed. The proposed condition includes two curbside protected bike lanes, full-time parking on the south side and a travel lane in each direction. At bus stops, floating bus islands will be installed. Passengers will cross the bike lanes and board the buses from the islands.



Proposed Configuration at Intersections- 1st Street NE to 7th Street NW

Near intersections the south side parking lane will be removed to allow for the inclusion of left turn lanes to facilitate traffic flow.



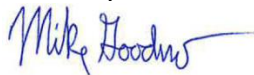
DDOT anticipates the following benefits from this project:

- Expanded biking / scooter route for people traveling between Mount Vernon Triangle and NoMA
- A contiguous and substantially safer bikeway designed around users between 8 and 80 years old
- Substitution of automobile trips for walking, biking, and scooting trips in this area
- Reduction of conflicts between drivers, buses and bikeway users
- Reduction of sidewalk conflicts between people walking and people on bikes and scooters
- Safer crossing of street for people walking due to reduced number of travel lanes and shorter crossing distance
- Vehicular travel speeds on the street closer to the speed limit
- Improved safety due to reduction of existing conflicts

All comments on this subject matter must be filed in writing, not later than thirty (30) business days, excluding weekends and holidays, after the date of this notice, with the District Department of Transportation. Comments should be submitted by post mail to Mike Goodno, DDOT/ PPSA, 55 M Street, S.E., 5th Floor, Washington, D.C. 20003, or by email to mike.goodno@dc.gov.

If you have any questions, please contact me at 202-345-2842 or mike.goodno@dc.gov.

Sincerely,



Mike Goodno,
Bicycle Program Specialist, DDOT

Cc: Hon. Charles Allen, DC Councilmember, Ward 6
Jen DeMayo, Constituent Services for Councilmember Charles Allen
Drew Courtney, Commissioner ANC 6C06
Alex Marriott, Commissioner ANC 6E05
Kevin M. Rogers, Commissioner ANC 6E07
Christy Kwan, Chair, ANC 6C Transportation and Public Space Committee
Alex Lopez, Chair, ANC 6E Transportation Advisory Committee
Kenyattah Robinson, President and CEO, Mount Vernon Triangle CID
Tyler Williams, Ward 6 Liaison, Mayors Office of Community Relations and Services
Mikaela Ferrill, Ward 6 Liaison, Mayors Office of Community Relations and Services
Jim Sebastian, Associate Director, Planning and Sustainability Division, DDOT
Wasim Raja, Associate Director, Traffic Engineering and Signals Division, DDOT
Leon Anderson, Branch Manager, Traffic Safety Division, DDOT
George Branyan, Branch Manager, Active Transportation, DDOT
Will Handsfield, Bicycle Program Specialist, Active Transportation, DDOT
Anovia Daniels – Community Engagement Manager, DDOT
Andrew DeFrank – Community Engagement Specialist – Ward 6, DDOT