

K Street - 7th NW to 1st St NE

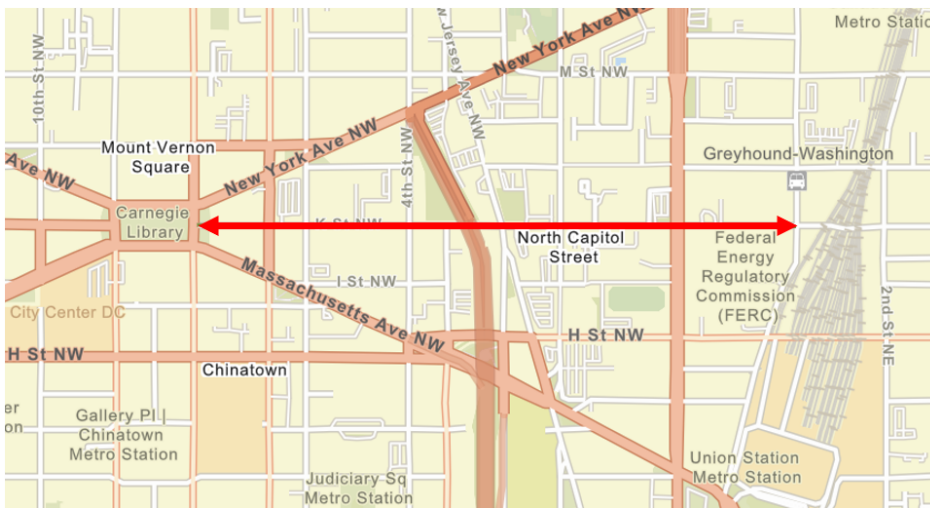
Project Updates

Construction on the K Street Protected Bike Lane (PBL) project construction will begin as early as March 10 and is anticipated to be completed by the end of March.

Project Background

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. A gap in the bike network will remain on K Street NE between 1st and 2nd Streets (bike lanes were installed in 2019 between 2nd and 6th Streets). This section will be studied in the near future. At 7th Street NW, the bike lanes could be extended south to connect to Mount Vernon Square and the K Street lanes.

Project Area Map



Project Schedule

Timeline	Project Phase
Summer 2019 to Summer 2020	Planning and Design Community Engagement - ANC 6E Meeting - May 7, 2019 - ANC 6E Transportation Advisory Committee Meeting - November 26, 2019 - ANC 6E Transportation Advisory Committee Meeting - April 28, 2020 - ANC 6C Transportation and Public Space Committee Meeting - May 7, 2020 - Notice of Intent and Comment Period April 23 - June 5, 2020 Preliminary and Final Engineering
March 2021	Construction
Summer/Fall 2021	Project Evaluation

Project Contacts

DDOT Project Manager:	Community Engagement Specialist (Ward 6)
Mike Goodno, Bicycle Program Specialist	Andrew DeFrank, Program Analyst
Planning and Sustainability Division	Office of the Director
mike.goodno@dc.gov	andrew.defrank@dc.gov

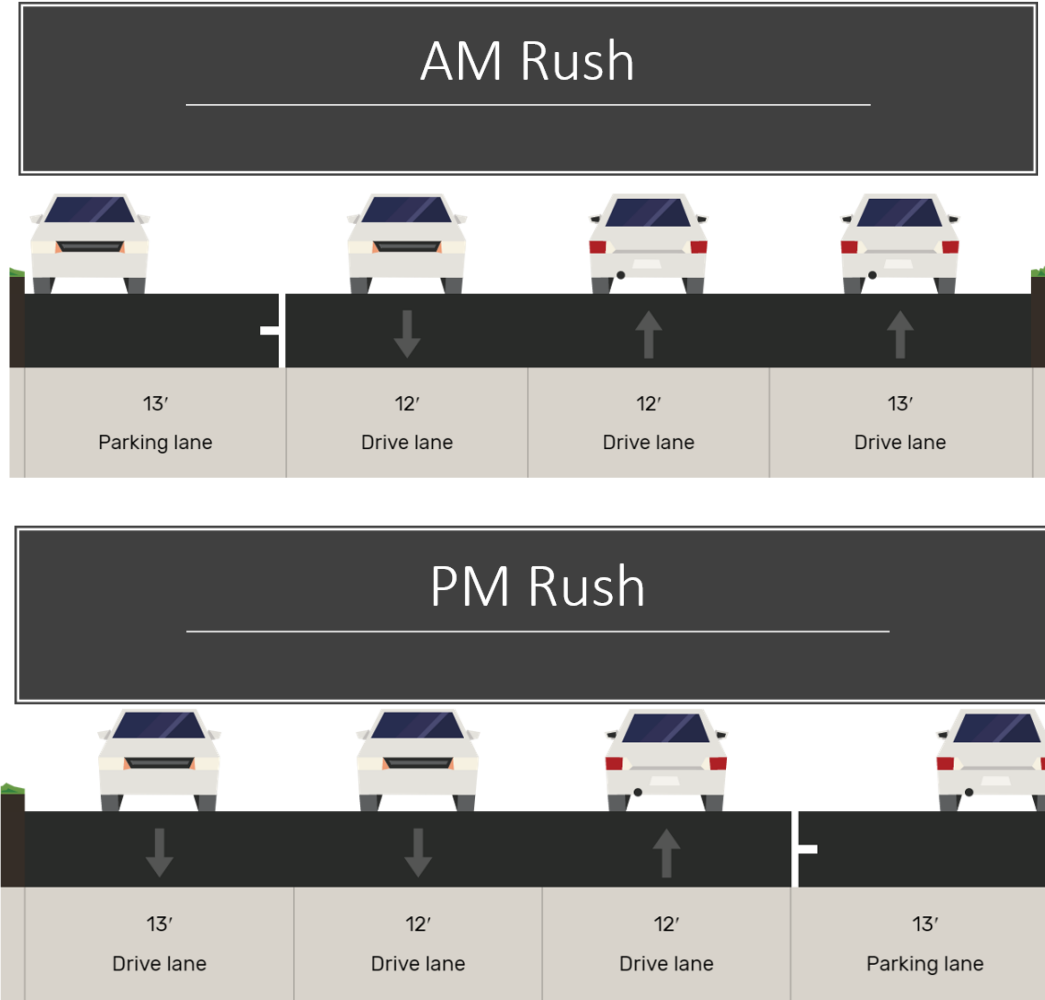
Project Design

K Street between 1st St NE and 7th St NW 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

Existing Conditions - 1st Street NE to 3rd Street NW

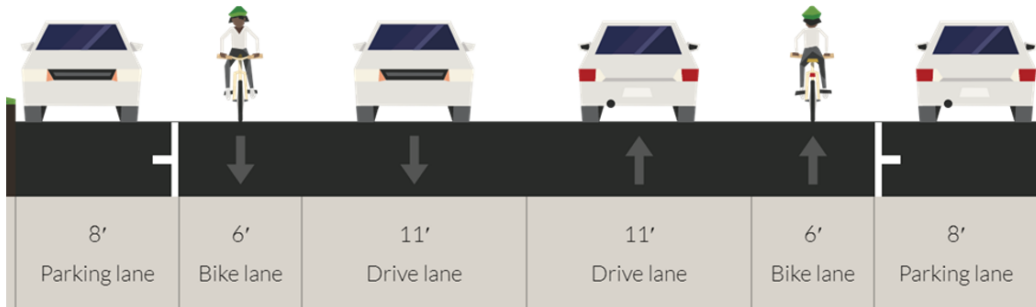
Between 1st NE and 3rd St NW there are 2 off-peak travel lanes, and 3 peak lanes. Parking is restricted westbound during the AM peak, and eastbound during the PM peak.



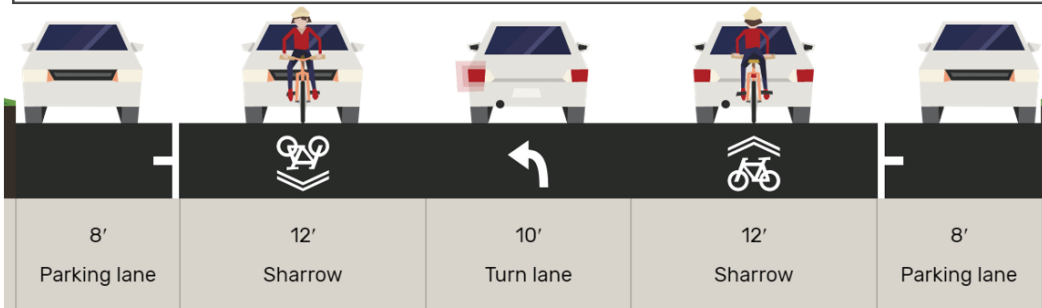
Existing Conditions - 3rd Street NW to 6th Street NW

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

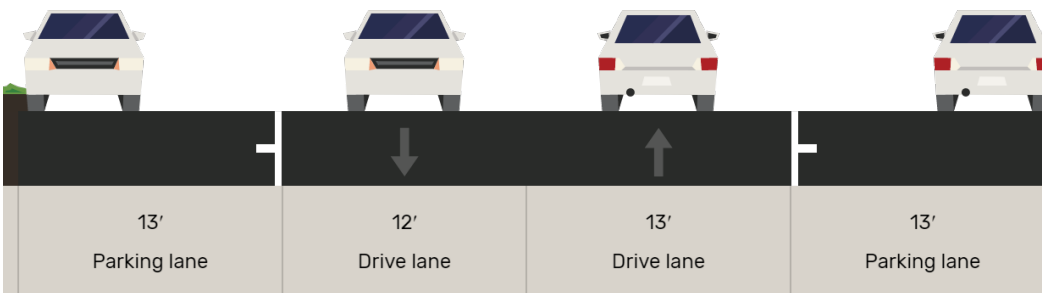


Intersections



Existing Conditions - 6th Street NW to 7th Street NW

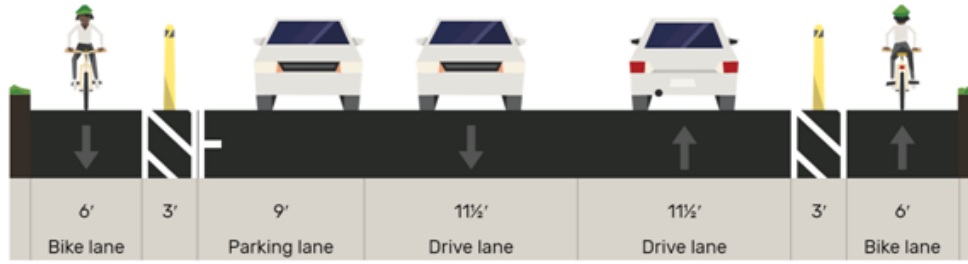
Between 6th and 7th Streets, NW there are two travel lanes and full-time parking on both sides of the street. This section lacks a bicycle facility.



Proposed Configuration (Mid-block) 1st Street NE to 7th Street NW

The proposed condition seeks to remove parking on the north side and make it permanent (i.e. non-restricted) parking on the south side. To increase visibility at alley, driveways, and other curb cuts, 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. Buses will be accommodated through a combination of curbside stops, where bikes will wait or go around stopped buses at lower volume stops. Floating bus islands are proposed at higher volume stops.

Mid-block



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.

Intersections



Design Phase Plans

Preliminary - 30% - design plans are available for viewing below.

30% Plans



2020-04-24_K_St_...ign_Plans_v2.pdf

65% Plans



K_St_NW-NE_Rev...gn_Plans_v4.pdf

100% Plans



K_St_NW-NE_Rev...%_Plans_v2.pdf

Traffic Analysis



K St NW Traffic A...s_2020-02-13.pptx

ANC Resolutions

- June 27, 2018 ANC 6C resolution in support of the K Street alignment as recommended in the NoMa/Mount Vernon Triangle Bicycle Network Study
- September 1, 2019 ANC 6E resolution in support of the concept of a K St NW Complete Street project
- May 15, 2020 ANC 6C resolution in support and design comments
- July 12, 2020 ANC 6E resolution containing four principles for the project:
 1. Complete the project in 2020
 2. Include as much protected bike lane as possible, while accommodating transit and parking needs for businesses and needs of individuals with mobility impairments
 3. Incorporate pick-up/drop-off (PUDO) zones
 4. DDOT actively and affirmatively seek input from businesses and community members along the project corridor – particularly residents east of 4th Street NW – prior to publication of the next version of project plans



ANC 6E Letter of...Lane (DDOT) .pdf



ANC 6C K Street ...ed bike lanes.pdf



ANC 6C NoMa bicycle study.pdf



ANC 6E Resolution...reets Project.pdf

Public Outreach

Public Meetings

- June 7, 2018 presentation on NoMa Study to ANC 6C Transportation and Public Space Committee



NoMa Study Presentation.pdf

- May 7, 2019 presentation to ANC 6E



NoMa Study, K St...NC 6E_5-7-19.pdf

- November 26, 2019 presentation to ANC 6E Transportation Advisory Committee



K St NW Presenta... 6E_11-26-19.pdf

- April 28, 2020 presentation to ANC 6E Transportation Advisory Committee



ANC 6E_K Street_4-28-20.pdf

- May 7, 2020 presentation to ANC 6C Transportation and Public Space Committee



ANC 6C_K Street_5-7-20.pdf

- July 7, 2020 presentation to ANC 6E



ANC 6E_K Street_7-7-20.pdf

Notice of Intent

DDOT issued a [notice of intent \(NOI\)](#) for this project on April 23, 2020 and accepted comments until July 10, 2020.



NOI-20-64-PSD.pdf

Public Comments

Please leave any comments regarding a Protected Bicycle Lane Project in the survey below. For more information please leave your email address and contact information.

A large, empty rectangular box with a thin black border, occupying the majority of the page below the introductory text. It is intended for respondents to provide their comments, email addresses, and contact information.