

# K St NW/NE

## Protected Bicycle Lanes Project

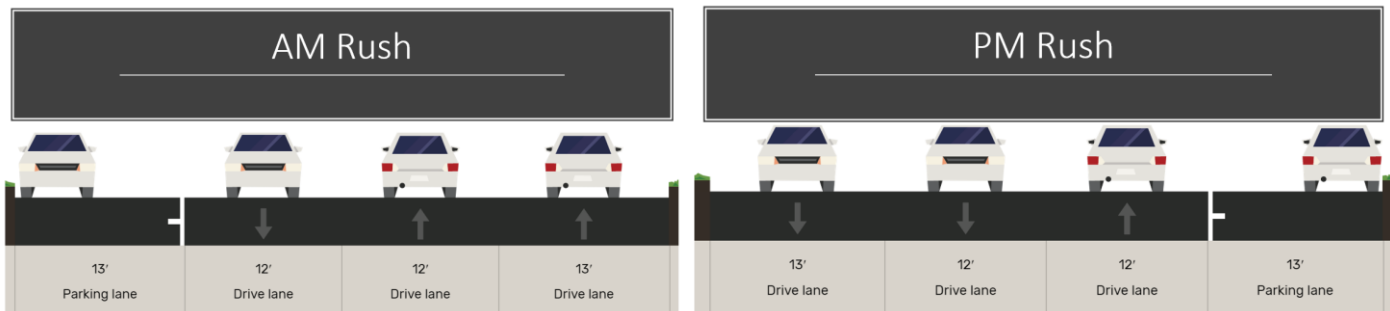
Mayor Bowser is working to make streets safer across the District, and the K Street NW/NE Protected Bicycle Lanes Project is an important part of that commitment.

The purpose of the project is to provide a continuous, low-stress, and protected bikeway between NoMa (1st Street NE) and Mount Vernon Square (7th Street NW). In addition to connecting the Metropolitan Branch Trail to downtown, it will also improve safety by reducing vehicle speeds and improving pedestrian crossings. This project has been recommended in numerous planning efforts dating back to the [2005 DC Bicycle Master Plan](#) and culminating in 2018's [NoMa/Mount Vernon Triangle Bicycle Network Study](#).

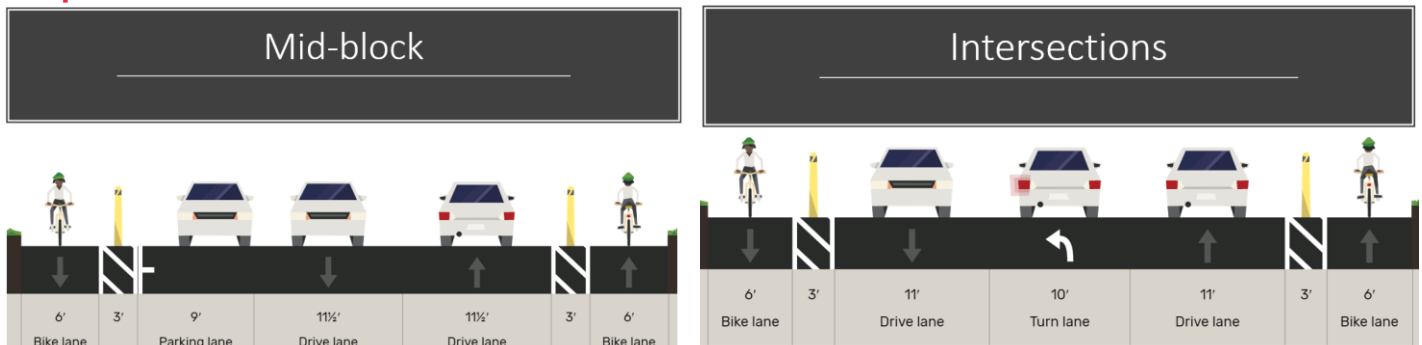
### K Street

This plan calls for transforming K Street into a road that is comfortable for all users. Today, K Street has a combination of full-time parking west of 3rd Street NW, and AM and PM peak restricted parking east of 3rd Street NW. This configuration provides an extra travel lane during peak morning and afternoon periods: two lanes westbound in the morning, and two lanes eastbound in the afternoon. This setup was established to move motor vehicle traffic but, consequently, has created a stressful environment for pedestrians and bicyclists. This plan would add protected bicycle lanes, thereby providing a dedicated and comfortable space for people to bike. Space for the bike lanes would be created by removing the parking/peak-restricted travel lane on the north side of the roadway. This change also improves pedestrian safety by reducing the number of travel lanes to cross the street and slowing traffic speeds. Any parking that remains on the south side will be changed to a combination of permanent parking (Unit & 600 blocks of K Street NW) and a full-time pick-up/drop-off zones (400 block of K Street NW). Existing and proposed conditions are shown below.

### Existing Conditions



### Proposed Conditions



## How will this affect parking?

Parking will be removed on the north side of the road, except for the 400 block where pick-up/drop-off zones will be installed on both sides of the road. In addition, several spaces will be removed on the south side near crosswalks, driveways, and intersections to improve visibility, for left turn lanes, and to comply with DDOT safety standards.

## How will the bike lanes affect bus service?

At stops with higher ridership the buses will stop in the travel lane. The bike lane will be raised, and riders will cross it to board the bus. At lower ridership stops the buses will pull into the bike lanes and bikers will either wait behind the bus or navigate carefully around.



## How can I find additional information?

More information is available online at <https://wiki.ddot.dc.gov/x/w4TFBQ>. Here, you can find the full set of plans, the notice of intent, past project presentations, and ANC resolutions regarding the project.

## How can I provide input on these plans?

You can provide comments on the website. Or, please attend the upcoming virtual meeting.

## Public Listening Session

On DDOT's behalf, the Mount Vernon Triangle Community Improvement District is facilitating a public listening session on August 19, 2020 at 6:30pm ET. DDOT will give a brief presentation on the project and answer questions from the community. Visit [bit.ly/KStreetBikeLanesRSVP](http://bit.ly/KStreetBikeLanesRSVP) to register for the meeting.

The public listening session directly responds to Advisory Neighborhood Commission 6E's request at its July 7, 2020 meeting that 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.

## Questions? Contact:

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