Mr. Jeffrey Marootian, Director  
D.C. Department of Transportation  
55 M Street SE., Suite 400  
Washington, D.C. 20003  

Re: K Street NE Road Diet  

Dear Mr. Marootian:  

On February 13, 2019 at a regularly scheduled, duly noticed monthly meeting of ANC 6C, with a quorum of 6 out of 6 commissioners and the public present, the above-mentioned item came before us. The commissioners voted unanimously, 6:0:0, to send this letter with our recommendations on the K Street Road Diet.

As indicated in our letter to you dated November 13, 2017, ANC 6C is in favor of improvements to K St. NE to improve the safety of the corridor for residents, pedestrians, cyclists, and drivers. On January 24, 2019, DDOT presented in a public meeting the proposed designs for the K St. corridor. ANC 6C supports the improvements to the corridor, as it supports major safety goals:

1. Reduction of travel lanes, through removal of rush hour parking restrictions, will serve to slow automobile traffic on K St. NE.  
2. Curb bulb-outs will reduce crossing distances for pedestrians.  
3. Separated bike lanes will provide a safe route for cyclists.

We urge DDOT to quickly finalize the design of the K St. road diet and install the changes by the end of the year. The safety mitigations provided by this project are long overdue.

However, there are certain modifications to the design that we feel are necessary to make the street as safe as possible:  

1. The bicycle lanes must be protected. It has been demonstrated on numerous occasions around the District that bike lanes immediately adjacent to a curb (as on the north side of the street in the proposed design) will regularly be used as loading zones and parking spaces by drivers. The lanes must be protected and by more than the standard flex-posts, which have proven to be ineffective in deterring District drivers—parking stops, for example, provide a more effective deterrent. Furthermore, physical protection must be provided starting with the date of installation of the bike lanes and not be added later.
(2) The two-way cycle track through the underpass on the 100 block of K St. is unacceptable. Requiring cyclists in the eastbound bike lane to transition to the north side of the street for one block and then transition across the street again is extremely dangerous and will cause major traffic disruptions. Providing a separate traffic signal phase for cyclists to cross will cause unnecessary delays to all modes of traffic. A solution that does not have cyclists switch sides of the road is needed, for example using both the northernmost and southernmost lanes of the block for bike lanes.

During public discussion of the proposed K St. design, several residents expressed concerns over the lack of parking and the need for at least temporary loading in front of their houses. We believe the safety benefits of the proposed design far outweigh the concerns over parking loss but are sympathetic to residents who may have special needs. Therefore:

(3) We request that DDOT looks into creative solutions for mid-block loading that might help residents on K Street who need special accommodations.

Thank you for giving great weight to the recommendations of ANC 6C.

On behalf of ANC 6C,

Karen Wirt
ANC 6C chair