



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

December 10, 2019

Ms. Haley Peckett
Project Manager, Project Delivery Administration
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
haley.peckett@dc.gov

RE: The District Department of Transportation's Proposed K Street Transitway

Dear Ms. Peckett,

At its regular meeting on November 13, 2019, the Dupont Circle Advisory Neighborhood Commission ("ANC 2B" or "Commission") considered the above-referenced matter. With 9 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (8-0-1):

WHEREAS, the District Department of Transportation (DDOT) is in the initial study and design phase of the proposed "K Street Reconstruction and Revitalization Project," also known as the K Street NW Transitway,

WHEREAS, part of the K Street Reconstruction and Revitalization Project, from 15th Street to 20th Street NW, is within the boundaries of Advisory Neighborhood Commission (ANC) 2B,

WHEREAS, the goal of the K Street Reconstruction and Revitalization Project is to reconfigure K Street between 12th Street and 21st Street NW to make more efficient and effective use of the right of way for multimodal travel, including dedicated center lanes for buses,

WHEREAS, the K Street Reconstruction and Revitalization Project will result in improvements to benefit mass transit passengers, pedestrians, cyclists, motorists, and the streetscape,

WHEREAS, ANC 2B passed a resolution in April of 2019 indicating support for:

- inclusion of funding in the District budget for the K Street Reconstruction and Revitalization Project,
- inclusion of dedicated center bus lanes in the design,

- DDOT’s prioritization of safer accommodations for pedestrians and cyclists, including, but not limited to, consideration of protected bike lanes, and
- a design that may be compatible with the proposed DC Streetcar extension down K Street NW to Georgetown,

WHEREAS, ANC 2B thanks DDOT for considering and advancing ANC 2B’s proposed input, and

WHEREAS, in the last several months DDOT has held several public design charrettes to engage residents and business representatives on design elements of the project, and at this time in the design process DDOT is requesting input on two main design elements, including:

- curb-running protected bike lanes versus center-running protected bike lanes, and
- the location of commercial and passenger loading and unloading areas.

THEREFORE, BE IT RESOLVED that ANC 2B supports and prefers the center-running protected bike lane design. Benefits of center-running protected bike lanes include:

- better east-west through movement for cyclists,
- no conflicts between right-turning vehicles and through-moving bikes,
- no conflicts between cyclists and vehicles entering or exiting driveways, alleys, and parking garages,
- lessened likelihood of vehicles using gaps in the barrier to load and unload goods and passengers in the bikeway than would be the case with a bike lane at the curb,
- wider medians that provide more space for designing safe intersection treatments and queuing spaces for cyclists,
- inclusion of at least a one-foot protected physical buffer separating cyclists and motorists throughout the corridor minimize the establishment of full-time dedicated loading zones parallel to and located on K Street NW so as to maximize and prioritize the usable public space for sidewalks, bike lanes, and dedicated transitway travel lanes, and
- a wider bike lane that also maintains congruity of medians and viewsheds throughout the corridor.

BE IT FURTHER RESOLVED that ANC 2B prefers a passenger and commercial loading and unloading strategy that includes the following:

- placement of loading zones perpendicular and adjacent to K Street NW on north/south streets,
- consideration of establishing passenger-only “lay-by” loading zones near medical facilities, hotels, and other high-traffic passenger loading areas, where such “lay-by” curb-cuts would not have a negative impact on sidewalk width and pedestrian passage,

- minimizing the establishment of full-time dedicated loading zones parallel to and located on K Street NW so to maximize and prioritize the usable public space for sidewalks, bike lanes, and dedicated transitway travel lanes, and
- establishment of mid-block loading zones in the curbside travel lane during non-rush hour times.

BE IT FURTHER RESOLVED that ANC 2B recommends that DDOT extends the scope of design to include a protected connection for cyclists between the eastern end of the transitway project at 12th Street and 11th Street NW, which has existing bike lanes connecting Pennsylvania Avenue and Q Street NW.

BE IT FURTHER RESOLVED that ANC 2B urges DDOT to consider the needs of turning cyclists at locations where high numbers of cyclists are likely to turn onto connecting bike facilities, such as the 15th Street NW two-way protected bike lanes and the planned two-way protected bike lanes on 20th Street NW, by providing sufficient space to queue without encroaching on pedestrian space.

Commissioners Randy Downs (2B05@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,



Daniel Warwick
Chair

Attachment 1

**ANC 2B's April 2019 Resolution
Regarding Proposed Investments in a
K Street NW Transitway**



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

April 26, 2019

Councilmember Mary Cheh
Chair, Committee on Transportation and the Environment
Council of the District of Columbia
1350 Pennsylvania Avenue NW, Suite 108
Washington, DC 20004
mcheh@dccouncil.us

Mr. Jeff Marootian
Director
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
jeff.marootian@dc.gov

RE: Proposed Investments in a K Street NW Transitway

Dear Councilmember Cheh and Director Marootian:

At its regular meeting on April 10, 2019, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With 8 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (8-0-0):

WHEREAS, one of the District Department of Transportation’s (DDOT) currently proposed projects is “K Street Reconstruction and Revitalization,” also known as the K Street NW Transitway,

WHEREAS, part of the K Street Reconstruction and Revitalization project, from 15th Street NW to 20th Street NW, is within the boundaries of Advisory Neighborhood Commission (ANC) 2B,

WHEREAS, the goal of the K Street Reconstruction and Revitalization project is to reconfigure K Street NW between Mt. Vernon Square and Washington Circle to make more efficient and effective use of the right of way for multimodal travel, including dedicated center lanes for buses,

WHEREAS, the K Street Reconstruction and Revitalization project will result in improvements to benefit mass transit passengers, pedestrians, cyclists, and motorists,

WHEREAS, K Street NW between Mt. Vernon Square and Washington Circle is the primary east/west bus route through the central business district,

WHEREAS, Mayor Muriel Bowser has included \$122 million in her fiscal year 2020 budget proposal to fund the K Street Reconstruction and Revitalization project,

WHEREAS, ANC 2B has a long-standing record of supporting walking, biking, and the use of public transportation, and

WHEREAS, ANC 2B passed a resolution in June of 2017 that urged the DC Council to restore funding for the completion of the DC Streetcar extension down K Street NW to Georgetown (Attachment A).

THEREFORE, BE IT RESOLVED that ANC 2B supports the inclusion of funding for the K Street Reconstruction and Revitalization project in DC's fiscal year 2020 budget.

BE IT FURTHER RESOLVED that, in addition to including dedicated center bus lanes in the K Street NW Transitway design, ANC 2B encourages DDOT to prioritize safer accommodations for pedestrians and cyclists, including, but not limited to, consideration of protected bike lanes.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT's plans for the K Street NW Transitway be compatible with the proposed DC Streetcar extension down K Street NW to Georgetown, including by potentially installing the streetcar track as part of the construction of the transitway.

Commissioners Randy Downs (2B05@anc.dc.gov) and Daniel Warwick (2B02@anc.dc.gov) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Warwick". The signature is written in a cursive, flowing style.

Daniel Warwick
Chair

Attachment A

**Resolution Adopted by ANC 2B on
June 14th, 2017**



GOVERNMENT OF THE DISTRICT OF COLUMBIA
Dupont Circle Advisory Neighborhood Commission 2B

November 15, 2017

Chairman Phil Mendelson
Chairman
Council of the District of Columbia
1350 Pennsylvania Avenue NW, Suite 504
Washington, DC 20004
pmendelson@dccouncil.us

RE: Restoration of Funding for the Completion of the Proposed DC Streetcar Extension to Georgetown

Dear Chairman Mendelson:

At its regular meeting on June 14, 2017, the Dupont Circle Advisory Neighborhood Commission (“ANC 2B” or “Commission”) considered the above-referenced matter. With 8 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (4-1-3):

WHEREAS, the District has already established the H Street/Benning Road line of the DC Streetcar, which has resulted in the demonstrated use of the service far exceeding projected ridership estimates and the tremendous growth of the adjacent neighborhood,

WHEREAS, the DC Streetcar project has spurred a good deal of investment along the H Street NW corridor and has given our community hope that the city is committed to initiatives that promote economic development and enhanced public transit options across the city,

WHEREAS, the proposed extension of the streetcar line down K Street NW to Georgetown through downtown would serve as a vital link between cross sections of the city and an important public transportation option for commuters and residents where few east-west links currently exist, and

WHEREAS, a reversal of the DC Streetcar’s expansion plan to Georgetown would undercut many assumptions built into development plans for the area, and would remove the needed east-west connection between developed and developing parts of the city.

THEREFORE, BE IT RESOLVED that ANC 2B urges the DC Council to restore funding for the completion of the DC Streetcar extension down K Street NW to

Georgetown so that it can serve as a viable form of transit for residents in our neighborhood and others throughout the District.

Commissioners Randy Downs (randy.downs@dupontcircleanc.net), Scott Davies (2B09@anc.dc.gov), and Nicole McEntee (nicole.mcentee@dupontcircleanc.net) are the Commission's representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in black ink, appearing to read "Nicole", with a long horizontal flourish extending to the right.

Nicole McEntee
Chair