

**Joint ANC 6A and ANC 6C Public Meeting**  
**K Street NE Corridor Safety Assessment**  
August 3, 2017 - 7:00 pm  
Capitol Hill Towers, 900 G Street NE

**Attendees**

**ANC6A**

- Todd Sloves
- Hassan Christian
- Andrea Adelman
- Lara Levison.

**ANC6C**

- Mark Kazmierczak
- Christy Kwan
- Josh Linden

**DDOT**

- Emily Dalphy
- Darren Buck

**Community member count: 30+**

**Meeting:**

Started at 7:08 pm.

Mr. Todd Sloves: Joint meeting between 6A and 6C. Each of our ANC Transportation and Public Space committees have seen these plans, but wanted to get the word out and get input community on this specific topic.

**DDOT**

Ms. Emily Dalphy: A Resolution was passed by ANC6C to study the overall corridor of K Street between North Capitol Street and Twelfth (12<sup>th</sup>) Street and Florida Avenue NE. DDOT met with both ANCs in May 2017. DDOT developed initial recommendations, primarily looking to remove rush hour restriction. K Street is a minor arterial; meant to serve commuter traffic but not like Florida Avenue and North Capitol Street. For K Street, DDOT is trying to balance commuters and residents (parking).

Mr. Darren Buck: The assessment focuses on bicycles, on K Street NE, but also doing an overall study of NoMa bicycle study from Sixth (6<sup>th</sup>) Street NW to Sixth (6<sup>th</sup>) Street NE. MoveDC says if we look into K Street, we should also determine if bicycle lanes make sense on K Street. DDOT is also looking at M Street and Florida Avenue NE. Thinking about what to do with K Street NE - throw it into the mix of how bicycles would be accommodated.

Ms. Dalphy: Study area is North Capitol Street to Florida Avenue NE. DDOT has a focused look at Eighth (8<sup>th</sup>) and Twelfth (12<sup>th</sup>) Streets NE.

**Corridor wide recs:**

- Feedback DDOT received - How can we accommodate a road diet (narrowing the lane) and minimize the impacts to parking. Going from four (4) lanes to three (3) lanes (one travel lane in either direction with a left turn lane). It would entail removing parking on the south side. Feedback received would be to reduce taking away parking.
- DDOT came up with three different alternatives with minimal impacts on parking.
- The three alternatives go from least intrusive to parking to most.

#### Alternative 1

- Turn lanes at Sixth (6<sup>th</sup>) and Eighth (8<sup>th</sup>) Streets going eastbound.
- 216 existing parking spaces - 171 parking spaces in this alternative
- Curb extensions - increases visibility of pedestrians.

#### Alternative 2

- Turn lanes with 70 or more. Turn lanes at Fifth (5<sup>th</sup>), Sixth (6<sup>th</sup>), Eighth (8<sup>th</sup>) and Tenth (10<sup>th</sup>) Streets NE
- 155 parking spaces

#### Alternative 3

- 70 vehicles per hour req. But turn lanes allows for a smoother transition. Avoiding joggling over quickly. Aligning through movements.
- 144 parking spaces total

#### Alternative 4

- Bike lanes
- Most parking impactful to parking - from Second (2<sup>nd</sup>) and Twelfth (12<sup>th</sup>) Street NE.
- Despite bike lanes on I Street and what is going on M Street - K street is where we observe most of the bike traffic. Primary connector from Trinidad Street on West Virginia Avenue, hanging a right and taking a right on K. A busy route. Could get busier. Preliminary outreach on Florida Avenue. Do not have a draft plan from NoMa bicycle study - did hear in public feedback that K Street as an important corridor. In the Florida Avenue study: street scape improvements - one of the consistent things we heard is dissatisfaction that we are not doing a lot of changes east of West Virginia Avenue on Florida Avenue.
- Cases against bike lanes: L Street is calm local street (mixed review), lanes do exist on I Street as an alternative to H Street; started to install facilities on M Street. It depends who you talk to - unsure if people will shift to M Street. Florida Avenue could get bike lanes. Are K Street changes necessary (they are today), but DDOT is unsure that in ten (10) years it will be a primary route. Proposing simple unprotected bike lanes. Parking will be removed on the south side.

Ms. Dalphy: We have not made a decision on overall corridor operations. DDOT wants to hear feedback. Work with NoMa study. Internally at DDOT: Still answering what is going to change in the next few years with the Florida Avenue Project. Looking for immediate/short term improvements. Potential that reduction of traffic on Florida Avenue will move traffic to K Street. No decisions made.

#### Questions/ Comments

- 1: Tenth (10<sup>th</sup>) and K Street resident: Does not support bike lanes on K Street because we have them on I Street. Largest congestion has been in front of the school; at large construction site at Third (3<sup>rd</sup>) and K Streets. Traffic is coming from Maryland. Doesn't

support losing parking for people coming in from Maryland. Would like to see traffic lights on K Street. Tenth (10<sup>th</sup>) Street is one-way going south - do not put a turn lane going north.

Ms. Dalphy: Will look if new signals/ turn lights are warranted. Depends on traffic volume. Left turn arrows - only putting new ones where we have a left turn lane. If it's a shared lane - there's no benefit. People will run red light to go anyway because they've been waiting.

2: Putting more signals will encourage people to block the box. Would not recommend more traffic lights. Bike lanes on K Street are a bad idea. Use I or L Streets.

3: 10/11 K Street NE resident: In favor of bike lanes of K Street. Need to be on K Street anyway because you need to cross under the train tracks. Also supportive of parking for residents on K Street - unacceptable that we do not have parking from 4:30 to 6:30 pm Monday-Friday. Wants more bike lanes, parking, slower traffic.

Mr. Kazmierczak: While it is not the maximum number of parking spaces, it is more than what we currently have because of the loss of parking restriction. 24-hour parking spots.

Ms. Dalphy: Parking spaces - need to figure out if it is 2-hour RPP, or zoned resident only. Need to work with parking folks. Does it make sense to lose parking and make it resident only?

4: 600 block of K Street resident: No options support residents on 600 block of K Street. Only change we want is 24-hour parking on both sides of the street. Want zoned parking. Constantly impacted by the parking; Maryland drivers; buses (WMATA, school). Prostitution on the block. Need MPD help. All the options increase traffic. 600 block - blue takes away parking across the street. Not in favor of parking. Put signage to direct bicyclists to I street. **Do not take away parking on south side of the street on 600 block of K Street.** WMATA bus stop is being moved; transfer. Taking away parking on north side is not good. Bus stop would increase vagrancy; traffic. Put in a speed camera. Bike lane is premature.

Ms. Dalphy: The only alternative that removes parking on south side is alternative 4. Blue bar = retaining existing designation. Confirming that we are removing rush hour restrictions.

5: 600 block of K Street resident: Seconds earlier comments.

6: In favor of bike lane option. K Street is the only road that has east/west span. There are other bike lanes, they will not serve people who bike because K Street crosses to NW. Would have go further south to C/D Streets. If you want an east/west route - you have to plan for K Street. Page 19- funnel traffic into bike lane is an issue. There is a slight issue with the median - not optimal.

Response/Emily: In the short term - painted median, but that is a valid concern.

Mr. Kazmierczak summarized the comment themes so far: the fewer left turns the better because of parking, speed of traffic going through. [no objections]

7: Re-emphasize taking away parking on south side. Proliferation of group houses, SFH turned into condos - parking has decreased. Lives on south side by Tenth (10<sup>th</sup>) Street. H Street will only get more popular. Elimination of parking is a bad idea. Wants parking opened up on south side.

- 8: People are concerned with speed. These alternatives are a result of looking at safety. Would these alternatives increase speed?  
 Ms. Dalphy: We did have speed data. In the May presentation. Recording speeds over 24-hour period. Looking at 85<sup>th</sup> percentile speed - How are most people driving on the corridor. There was not a lot of overall speeding. We did observe lots of aggressive driving. Less about a consistent speed. Did see if someone is stopped to make a left turn, especially because of the parking restrictions, people are pulling aggressive maneuvers. Adding left turn lanes to reduce aggressive driving. By moving people who are turning into their own lane; providing a more predictable path for drivers. Do not have two lanes. Overall people will move slower, reduction in aggressive behavior.
- 9: Lives at H and 6<sup>th</sup> Streets- No good way to get to Northwest without going extremely south to D or C Streets, or options north of K Street. The K Street Tunnel is the route I opt to take. With these changes - K street is a busy place. Bit confused if we reduced the number of lanes, the same number of traffic will go through there. Congestion could be a less friendly for people who bike. Difficult maneuver to take I Street to Second(2<sup>nd</sup>) Street, then to K Street - turn is dangerous.  
 Mr. Sloves: K Street bike lanes on sidewalk? Can you look into that?  
 Mr. Sloves: Will look into it. Subjective where people feel comfortable.
- 10: 600 block of K Street resident. Parking on both sides. Could you consider Zone 6 on south side? School drop off - they have no respect for people who live on the block. H Street bars - overflow. Visitors from out of town - will park on block all weekend. Unfair for residents.  
 Mr. Kazmierczak: Looking for zone residential parking.  
 Resident: If there are two hours - petition for enforcement because of construction.  
 Ms. Dalphy: DPW does enforcement. We will work with DPW to communicate that.
- 11: 600 block of K street resident: Taking away parking on 600 block will not relieve congestion. People will pick up and drop off kids in areas that are not spots. No tickets and towed. Parking restrictions still allow people to park illegal. Also a cyclist - Removing parking on all of south side is a bit premature. Would like to see more investigation to shift people to I, L or M Streets to connect to the cycle track. Chokepoint is going under the train tracks. Removing parking will not address that.  
 Mr. Buck: In our NoMa study, we have not tackled what to do under the bridge. Depends on another study about Union Station redevelopment and what that does. This proposal of bike lanes on K Street would not address the road under the tracks.  
 Response/Resident: Yes, that is what I am saying. Its too premature.
- 12: Bike lane corridor seems arbitrary. Ignoring how people cross tracks.  
 Mr. Buck: NoMa network study looks at it more of a top level. This study is more focused, short term.

## INTERSECTIONS

**Ms. Dalphy/Eighth (8<sup>th</sup>) Street/K Street/West Virginia Avenue:** Looked at two different sight distances. Took speed data on Eighth (8<sup>th</sup>) Street. Saw people on West Virginia Avenue had to quickly get across Eighth (8<sup>th</sup>) Street - and be aggressive about it. Drivers on Eighth (8<sup>th</sup>) Street would stack up in creative ways. Recognize that losing parking on Eighth (8<sup>th</sup>) Street is not favorable for the community. A flashing yellow light that used to exist there, but it was

removed. Would look into fully signaling West Virginia Avenue (longer term). Trying to solve the triage question first.

Mr. Sloves asked for a show of hands of which alternative people support.

- No hands for Alternative 1.
- 1 hand for Alternative 2.
- Many hands/ almost the whole room for Alternative 3.

1: In alternative 3- seems like waste space if you're closing it off to both traffic and parking. Mr. Sloves: Could do different things. MD Ave is trying different things.

2: In alternative 3 - Could create parking on K street north side. Could be 1-2 spaces.

3: On Maryland Avenue - I heard good things. There is more green space, a bike share. The closed off space could be good.

4: Live on this corner. People get in accidents all the time. Challenges for pedestrians. Want to support alternative 3. Seeming safer for cars, but would also make a huge difference for people, and creating parking. If there is some reason why that is not working, would like to make a lower preference for Alternative 1 because the challenges are northbound traffic.

Ms. Dalphy: regardless of which alternative - trimming foliage and adding signage on K Street to watch for cross traffic after you turn. Exact sign TBD. Could also add a sign on West Virginia Avenue about the turn. Could add - remove south crosswalk, keep the north walk. High visibility marking, flashing beacons, etc. Need to be sensitive because its close to the signal at Eighth (8<sup>th</sup>) and K Streets.

5: How does removing a pedestrian cross walk improves safety?

Ms. Dalphy: Any intersection in DC is a legal crosswalk. But not all should be endorsed as a safe crossing location. An unsignalized crosswalk - drivers tend not to stop for pedestrians. A balance - by removing south bound, we could propose to additional markings/infrastructure on north bound crosswalk. Drivers vs. Pedestrians - when drivers are turning right, they see pedestrians more. If they are waiting to turn left, they are waiting more. More dangerous for pedestrians.

6: Strongly in favor of alternative 3. Northbound traffic from K Street to north - they are a bunch of criminals. They never pay attention to cars on West Virginia Avenue. Commercial bus lines on West Virginia Avenue are a problem (Coach USA buses) - causes congestion because they are longer. They block the intersections.

Ms. Dalphy: Will look at buses. K Street is a minor arterial. West Virginia Avenue is a collector. We will look to make sure they are okay.

**Ms. Dalphy/Twelfth (12<sup>th</sup>) Street/K Street/ Florida Avenue:** Main concerns - we do not have a lot of alternatives, we just have a proposal. Short term recommendations. Larger project on FL. Biggest thing we saw the approach of K Street at Florida Avenue. It is wide and vehicles will queue two next to each other. It is unsafe for pedestrians. Proposing to formalize as a single travel lane to get onto Florida Avenue. Put in a curb bulb out to expand pedestrian space - pedestrians will be more visible. Right now it is a yield sign; will convert to a full stop. K Street as it approaches Twelfth (12<sup>th</sup>) Street to provide a short right turn

lane. Last small thing - use paint/ flexiposts to mark out that you can't turn left from Twelfth (12<sup>th</sup>) to K Street. No left turn sign is oddly placed.

1: Why is that triangle there [referencing the triangle that causes northbound traffic on Twelfth (12<sup>th</sup>) Street to do almost a U-turn to turn left on K Street]?

Mr. Kazmierczak: Without that triangle - people coming south - would be a wide-open space it is hard to see there is a division for Twelfth (12<sup>th</sup>) Street and K Street.

Ms. Dalphy: We can look in a future project - to remove the triangle. Right now we want to enforce the existing laws.

2: This is a great idea. Sidewalks on Florida Avenue are narrow for strollers, wheelchairs. Would make it safer for pedestrians.

### Open questions

1: Lives at Second (2<sup>nd</sup>) and K Streets. My son goes to JO Wilson. Representing PTA. About parking restriction. We need to walk our kids into the classroom. Current restrictions allow that, but there are too many people. Worried that parents will just illegally block the travel lane.

Ms. Dalphy: We're not proposing any changes to school parking. What is there now will be retained. Need to work with SRTS coordinator. Separate conversation.

Another resident: How can get the community get involved?

Ms. Dalphy: Will need to get with the SRTS coordinator to get in touch with community.

2: K Street is a minor arterial. Impacts on rush hour traffic? Buses do not fully pull in. Ubers, Lyfts.

Ms. Dalphy: Based on our traffic model - we took counts at all intersections. Did not see a significant impact on congestion. Did see potential conflicts. Parking on both sides and no left turn lanes - more conflicts with people making left turns. By adding left turn lanes, we will improve the capacity of the roadway because people are not sharing the lane, especially areas with buses. Slight impact with one lane, but still considered acceptable. We did LOS projections in May - average delay per vehicle. We used LOS D (45 seconds or less?) Minimal impact on operations on the corridor. Better if we provide left turn lanes. Volumes are not high enough. We did not do extensive modeling for bikes.

3: Safety concerns - Sixth (6<sup>th</sup>) Street - Lots of people make a left turn when they are traveling south. Need something to prevent people from turning left.

Ms. Dalphy: Will confirm with that.

4: In support of alternative 4 with bike lane. Any considerations for protected bike lanes?

Mr. Buck: Road width is minimal. We are at the bare minimum being able to do a regular bike lane. More complications with protected bike lanes because of bus stops, signals. Would not work.

### Next Steps

Ms. Dalphy: We have not made a determination on the overall cross section. Will work with bike team, NoMa study before we finalize recommendations. We heard you tonight: additional comments can be submitted by email. Will come back and talk with ANC. Few months away for overall corridor.

Intersection improvements - Can move forward with Twelfth (12<sup>th</sup>) and K Streets and Eighth (8<sup>th</sup>) Street and West Virginia Avenue. - DDOT needs to publish a notice of intent. Anytime DDOT makes changes to traffic or parking, we need to make a formal notice, which opens a thirty (30) day public comment period. Also encourage ANCs to support proposed changes. Go back to the office, draft docs, send to the ANC within the next month. Sounds like we have support for intersection improvements. If there is not a public opposition, then we can move forward with implementation.

Broader corridor - will come back with a final proposal for community input. Depending on what community wants - process will vary. Come back to ANC with proposal before issuing a notice of intent. Would like to wrap up bike study before proposing a corridor study.

Bike study - mid-late September - will have a draft preferred plan. Will collaborative work with Ms. Dalphy.

Ms. Dalphy: 2 months.

Ms. Dalphy: For 7<sup>th</sup> St - minor things like signal timing, signage recommendations. Anything larger will not happen without notifying community.

Ms. Dalphy: For the whole project - Looking at 2018 for full implementation. Not a full construction project - it is just signage and paint. Street repaving? Will take a look when resurfacing will happen. Will need to confirm.

Adjourned at 9:00 pm.