



ADVISORY NEIGHBORHOOD COMMISSION 6E
P.O. Box 2236, Washington, DC 20013

March 29, 2024

Sharon Kershbaum
Acting Director
District Department of Transportation
250 M St., SE
Washington, DC 20003

RE: Resolution in Support of Safety and Accessibility Improvements in the 200 and 300 blocks on K Street, NW.

Dear Director Kershbaum:

On March 26, 2024, at a duly noticed and regularly scheduled meeting of Advisory Neighborhood Commission 6E (“ANC 6E” or “Commission”) conducted virtually via videoconference and with a quorum of 7 out of 9 Commissioners and the public present, ANC 6E approved the following resolution by a vote of 7 for, 0 against, and 0 abstentions:

WHEREAS, the Duties and Responsibilities of the Advisory Neighborhood Commission Act of 1975 grants ANC 6E the responsibility to advise the Council of the District of Columbia, the Mayor, and each executive agency and all independent agencies, boards, and commissions of the government of the District of Columbia with respect to all matters of District government policy, including decisions regarding planning, streets, recreation, social services programs, education, health, safety, and sanitation which affect the ANC 6E area;

WHEREAS, ANC 6E commissioners have observed dangerous conditions in the 200 and 300 blocks of K Street, NW, including:

1. **Poor visibility and high travel speeds create a hazard for people using the unsignalized crosswalk at 3rd and K Sts., NW:** Due to the current configuration of the 200 and 300 blocks of K Street, drivers traveling westbound on K Street over the Interstate 395 bridge often drive at high speeds, in order to make the left turn light to 4th Street southbound, en route to the Interstate 395 tunnel entrance at 4th Street and Massachusetts Avenue, NW. Due to the rise in the bridge, visibility of the existing crosswalk at 3rd and K Sts. is limited, which poses a threat to users of the crosswalk, who drivers may not see in time to stop. This issue is compounded by delivery vehicles stopping in the painted median of the 200 block of K Street, further reducing sightlines and visibility of the crosswalk.



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2. **The lack of a traffic signal at the intersection of 3rd and K Streets creates hazardous conditions for road users:** The current condition at the intersection of 3rd and K Sts., NW is a stop sign for traffic traveling northbound on 3rd St., NW. There is no stop sign or signalization for traffic traveling in either direction on K Street. In addition to one travel lane in each direction on K Street, there are protected bike lanes on either side of K Street. The eastbound protected bike lane crosses 3rd Street, which creates a long, unprotected crossing zone due to the width of 3rd Street, which has a tree-lined median. Due to high traffic volumes on K Street, it is difficult for 3rd Street traffic to turn onto K Street. Currently, drivers must inch into traffic or make turns very quickly to exit 3rd Street. This poses a hazard to drivers, cyclists in the eastbound protected bike lane, and pedestrians using the unsignalized crosswalk on the west side of the intersection. This issue has been and will be compounded by new apartment buildings being constructed along 3rd Street, including Liberty Place, the Cantata, and uncompleted buildings at 300 K St., NW and 950 3rd St., NW. New residents will lead to increased traffic volumes, more cyclists, and more pedestrians in the area.
3. **The lack of accessible facilities makes MetroAccess loading and unloading hazardous for the many senior citizens who reside at Plaza West (307 K St., NW) and Carmel Plaza (200 K St., NW):** Plaza West and Carmel Plaza are both home to a large number of senior citizens and other residents who require accessible transportation services such as MetroAccess. At both buildings, the current roadway configuration prevents MetroAccess vehicles from having a safe place to stop without blocking a travel lane. At Plaza West, vehicles often park in the crosswalk, blocking both the crosswalk and the westbound protected bike lane. At Carmel Plaza, MetroAccess vehicles must stop either in the eastbound travel lane or in the painted median on the 200 block of K Street. All of these situations create hazardous conditions for the residents who use these services, as well as other road users, cyclists, and pedestrians.

WHEREAS, DDOT has installed ZICLA Vectorial system raised bike lane/bus stop platforms that allow accessible Metrobus loading and unloading at bus stops while maintaining protected facilities for cyclists in the 100, 300, and 500 blocks of K Street, as well as in other locations throughout the District;

WHEREAS, K Street has a wide right of way that can support three lanes of traffic, as evidenced by configurations in the 200 and 300 blocks of K Street where there are two travel lanes and one dedicated turn lane;

WHEREAS, safety and accessibility are critical components of a well-functioning transportation system;



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WHEREAS, the protected bike lanes on K Street are a critical east-west connection in the District's bike lane network and must be maintained as part of any safety and accessibility solution for the 200 and 300 blocks of K Street;

WHEREAS, Traffic Safety Input Requests #22-00334540 and #22-00188333 were submitted on April 25, 2022, and July 15, 2022, respectively for the intersection of 3rd and K Streets, NW, but have not to date been prioritized for review and action by DDOT;

THEREFORE, BE IT RESOLVED, that ANC 6E requests that DDOT initiate a comprehensive safety and accessibility study of the 200 and 300 blocks of K Street. While ANC 6E ultimately asks DDOT to identify possible solutions, suggested interventions to consider include:

1. Installing traffic signals at the intersection of 3rd and K Streets, NW, to reduce travel speeds on K Street, NW, and to provide for safe turning access for vehicles exiting 3rd St., NW. Traffic signals will also increase safety for pedestrians using the crosswalk on the west side of the intersection.
2. Installation of ZICLA bike lane ramp systems in front of Plaza West and Carmel Plaza to allow for safe MetroAccess loading and unloading.
3. Installation of an accessible passenger loading zone in front of Carmel Plaza, with the current eastbound travel lane being moved to the current painted median lane to accommodate.
4. Installation of an accessible passenger loading zone in front of Plaza West, with the current westbound travel lane being shifted to accommodate.
5. Installation of curb bulb outs on 3rd Street at the intersection with K Street to reduce the unprotected crossing distance for both pedestrians and cyclists.

BE IT FURTHER RESOLVED, that ANC 6E requests a response from DDOT to this resolution including a plan for how safety and accessibility will be studied in the 200 and 300 blocks of K Street, NW, no later than April 29, 2024, 30 days after submission of this resolution.

ON BEHALF OF THE COMMISSION,

A handwritten signature in black ink, appearing to read 'Chris Hart'.

Chris Hart,

Chair