

K Street NE

Protected Bike Lanes

from 1st St NE to 2nd St NE

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The District's goals for bike infrastructure

MoveDC Goals

- Districtwide network of bicycle facilities for all ages and abilities by 2044
- Improve comfort and safety of bike infrastructure

Sustainable DC Goals

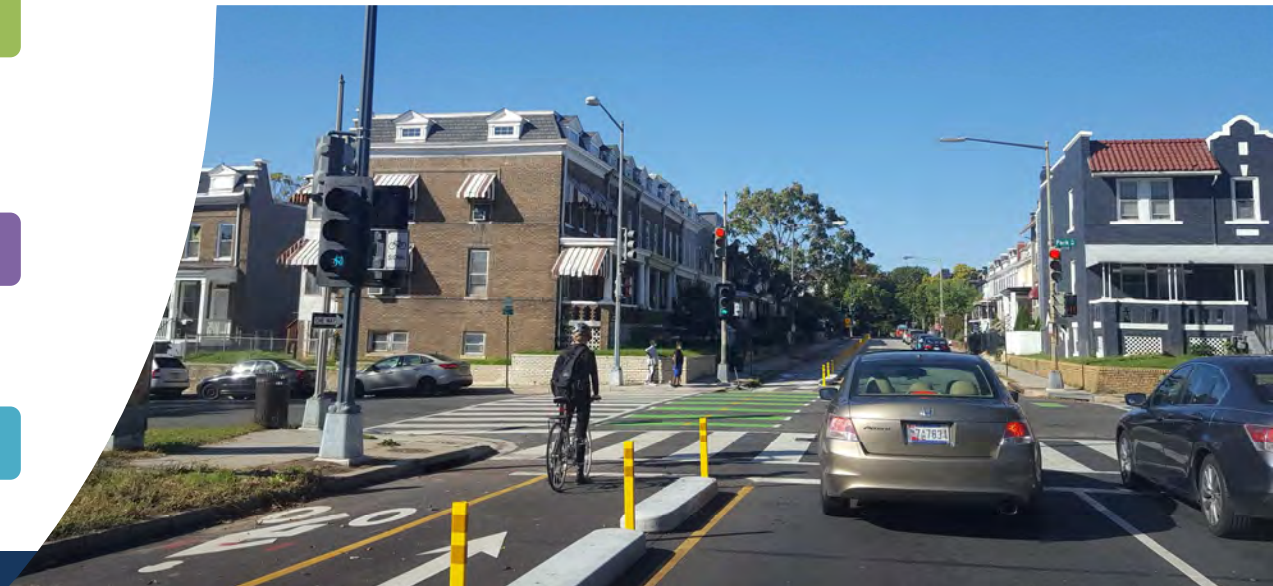
- Increase walking and biking from 18% to 25% of all commuter trips
- Reduce commuter trips made by car from 43% to 25% by 2032

Vision Zero Goals

- Zero traffic fatalities and severe injuries
- Create safer conditions through safe street design and reduced speeds

Safe Routes to School Goals

- Building safe routes for kids and caretakers to travel to and from schools



The importance of protected bike lanes

DDOT'S GOAL



CURRENT
CONDITIONS



LOW STRESS
TOLERANCE

HIGH STRESS
TOLERANCE

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total
population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total
population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

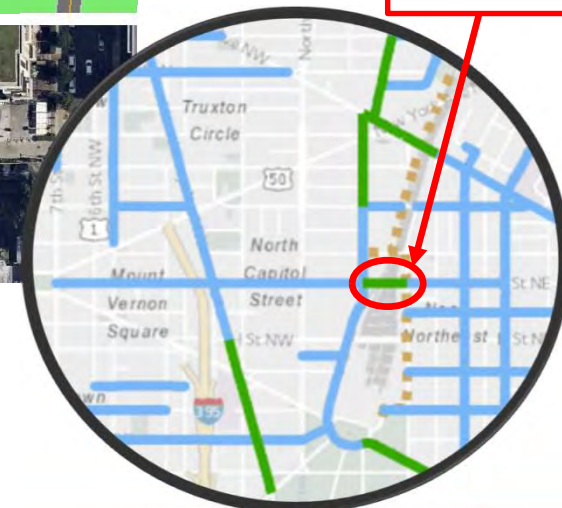
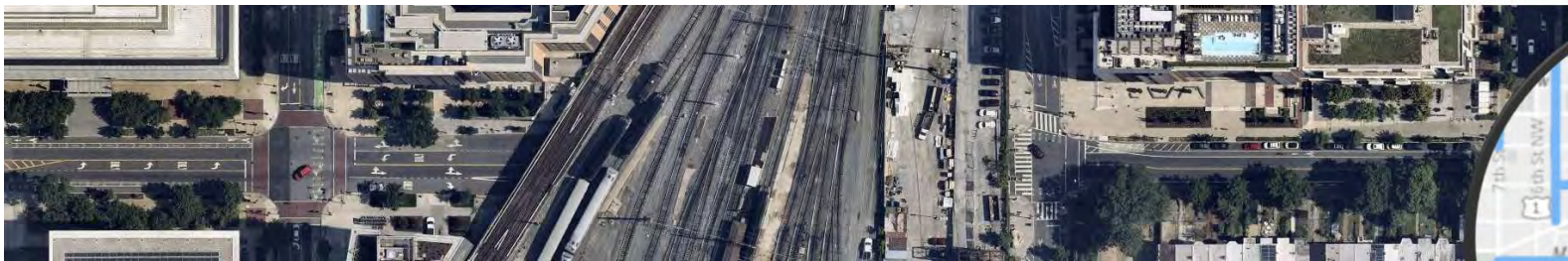
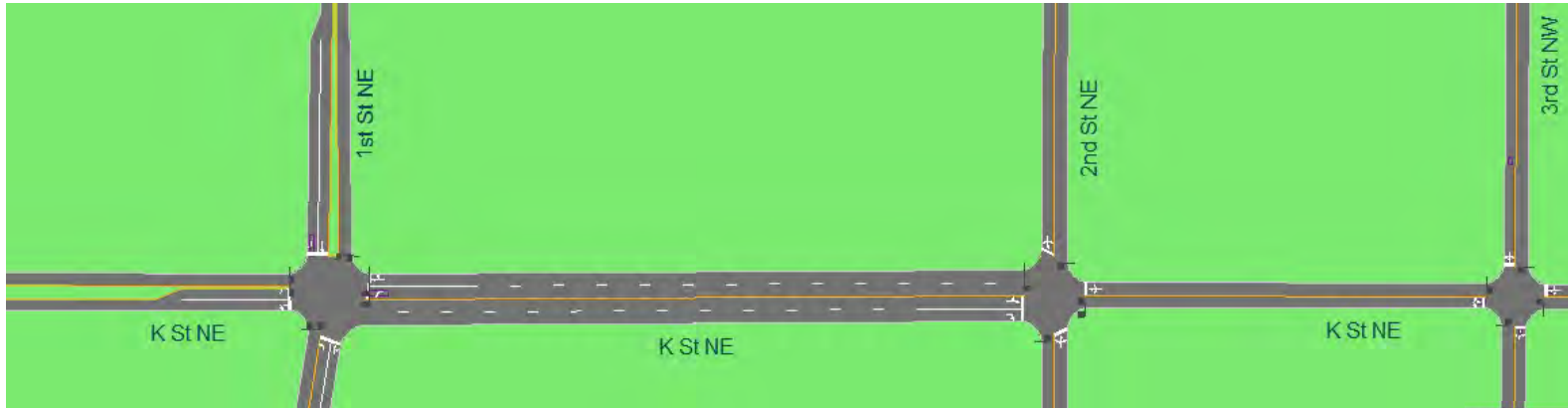
4-7% of the total
population

Comfortable riding with traffic; will use roads without bike lanes.



US Department of Transportation, Federal Highway Administration.

Existing Conditions



- Two-lanes in both directions – east / west – under rail bridge
- Protected bike lanes west of 1st St NE (installed June 2021)
- Standard bike lanes east of 2nd St NE (September 2019)

100-block
of K St NE

Proposed condition:

Conversion of outer portals for protected bike lanes & enhanced pedestrian space



Proposed Conditions – Conversion of Outer Portals



- Repurpose travel lane in both directions for Protected Bike Lanes (PBL) & enhanced pedestrian space
- Reinstate southbound protected left turn on 1st St NE at K St
- Single lane in both directions – east / west – under rail bridge
 - Left-Turn Pocket at Westbound 1st St NE
- Eastbound right turns prohibited at 2nd St NE to eliminate conflict with eastbound SBL

Next Steps



- Finish pavement marking and traffic signal designs
- Install traffic signal hardware and timing modifications at 1st St NE
- Install pavement markings
- Projected installation date: Summer 2023



District Department of Transportation

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