



# Advisory Neighborhood Commission 2A

*“Serving the Foggy Bottom and West End communities of Washington, D.C.”*

June 26, 2023

Councilmember Charles Allen  
Chair, Committee on Transportation and the Environment  
Council of the District of Columbia  
1350 Pennsylvania Avenue NW, Suite 110  
Washington, DC 20004  
[callen@dccouncil.gov](mailto:callen@dccouncil.gov)

## **RE: Funding for the K Street Transitway**

Dear Councilmember Allen,

At its regular meeting on May 17, 2023, Advisory Neighborhood Commission 2A (“**ANC 2A**” or “**Commission**”) considered the above-referenced matter. With seven of nine commissioners present, a quorum at a duly-noticed public meeting, the Commission voted unanimously (**7-0-0**), after a motion made by Commissioner Patel and seconded by Commissioner Omictin, to adopt the following resolution:

WHEREAS, the District Department of Transportation (DDOT) has held numerous public meetings over the years (beginning in 2019) to overhaul K Street NW from 12th Street to 21st Street that would adjust bus lanes and bike lanes better known as the K Street Transitway,

WHEREAS, DDOTs original plan for K Street NW was to:

- remove the street’s service lanes to make way for a mile-long transit way,
- two dedicated bus lanes in the center, flanked by a bike lane on either side, one in each direction, and
- that would leave two lanes for vehicular traffic in each direction and result in an estimated 7,500 bikes traveling alongside 1,600 cars per hour — almost five bikes to every car, according to DDOT,

WHEREAS, in April of 2023 DDOT revised the K Street Transitway design without input from the community, proposing a plan that removes bike lanes in both directions, offers multiple lanes for cars without speed-limiting interventions, and deprioritizes road diets and multimodal circulation, violating the spirit of Vision Zero,

WHEREAS, in May of 2023, DDOT clarified that their revised K Street NW design would include improved bicycle infrastructure on L Street NW, but offered no design proposal, timeline, or estimated cost for these facilities which were originally planned for K Street NW,



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WHEREAS, the revised K Street Transitway disregards the public input and stakeholders who have been weighing in since 2019,

WHEREAS, the K Street Transitway was initially planned during pre-pandemic times, and the revised concept has not meaningfully accounted for what a new downtown DC could look like,

WHEREAS, to allocate \$130 million reworking the transportation network would take a take a minimum of three years to complete from groundbreaking to finish, and

WHEREAS, without a finalized revised plan redesign, a better and more inclusive multi-modal K Street Transitway project including bike lanes would divert funding that could provide more immediate relief for downtown DC.

THEREFORE, BE IT RESOLVED that ANC 2A supports the DC Council’s budget vote in having the K Street Transitway project return to the planning stage until next year so that a design is returned that prioritizes safety for everyone.

BE IT FURTHER RESOLVED that ANC 2A requests that the process be transparent while including different stakeholders.

BE IT FURTHER RESOLVED that ANC 2A requests that DDOT meets the following criteria in a revised K Street Transitway plan:

- accounts for a post-pandemic mixed-use K Street NW corridor that prioritizes pedestrian and cyclist safety,
- ensures that it remains multi-modal, including a protected cycle track in line with the original design proposal, and
- prioritizes bus service efficiency.

Commissioners Trupti Patel ([2A03@anc.dc.gov](mailto:2A03@anc.dc.gov)) and Jim Malec ([2A02@anc.dc.gov](mailto:2A02@anc.dc.gov)) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

Jim Malec  
Chairperson