

# Kstreet TRANSITWAY

A New Streetscape with  
Multimodal Benefits

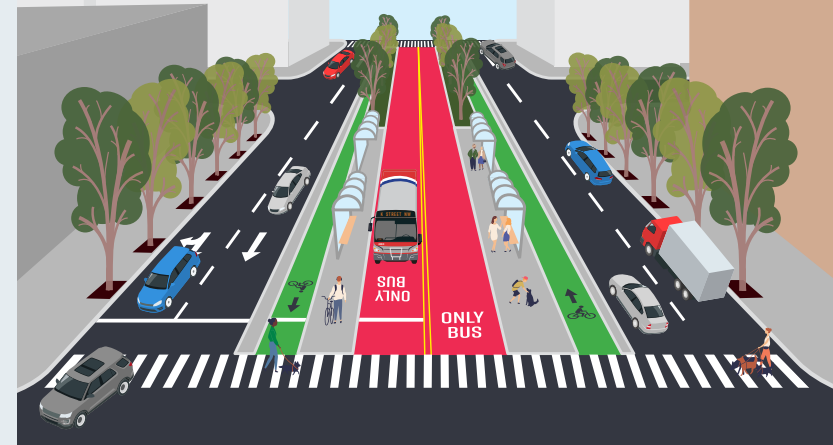
**Project Website**  
<https://ddot.dc.gov/page/k-street-transitway>

**Contact**  
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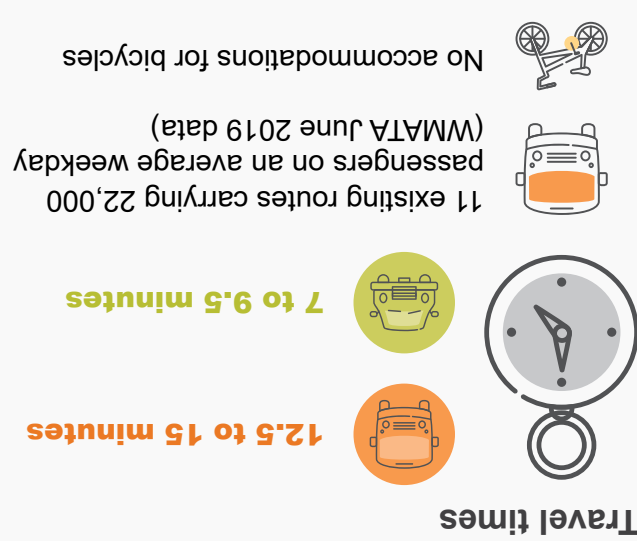
Information about K Street Transitway  
and the different modes of travel



## Introduction

The **K Street Transitway** will reconfigure one of the major east-west corridors in the District with improvements to benefit bus riders, motorists, cyclists, and pedestrians. The Transitway will include **K Street NW** from 11th Street NW to 21st Street NW.

## Existing Conditions:



## Project Goals:

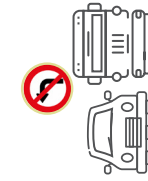
- Provide safe and reliable access by prioritizing transit, pedestrian, and bicycle modes.
- Provide dedicated transit space to make travel by bus easier, faster, and more reliable through downtown Washington, DC.
- Provide mobility benefits, enhance safety, and improve operations for transit riders, pedestrians, and bicyclists.

## Corridor Features

Transitway stops accommodate two buses at the same time

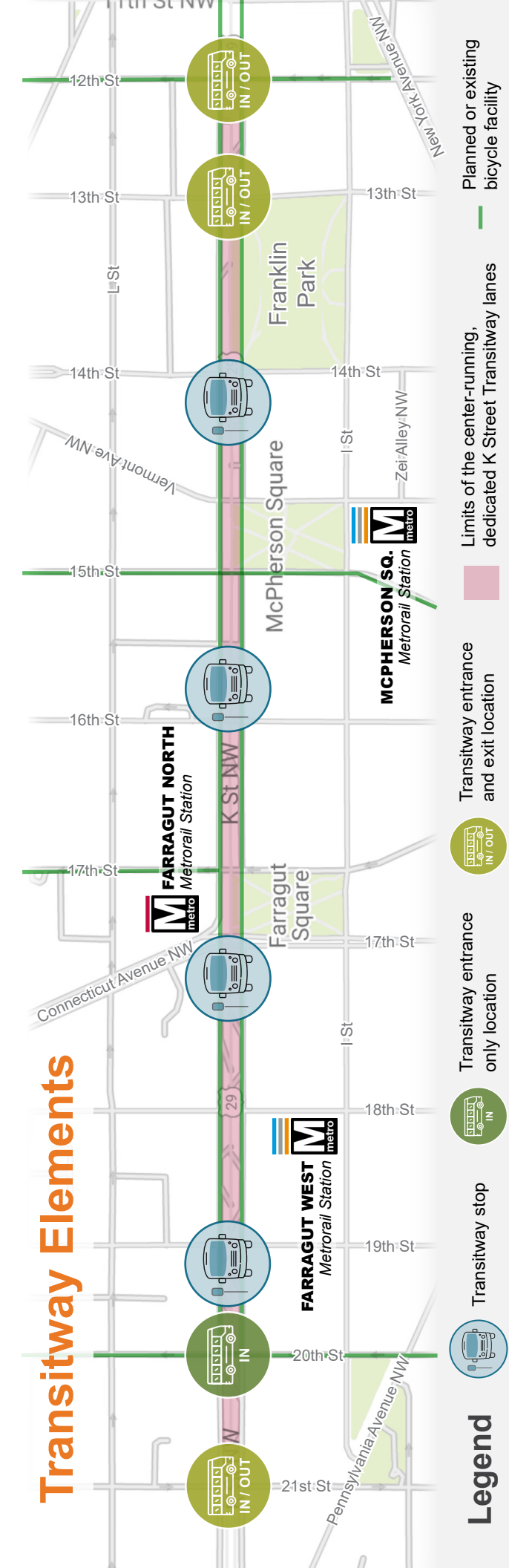


Bus shelters and other amenities at each stop

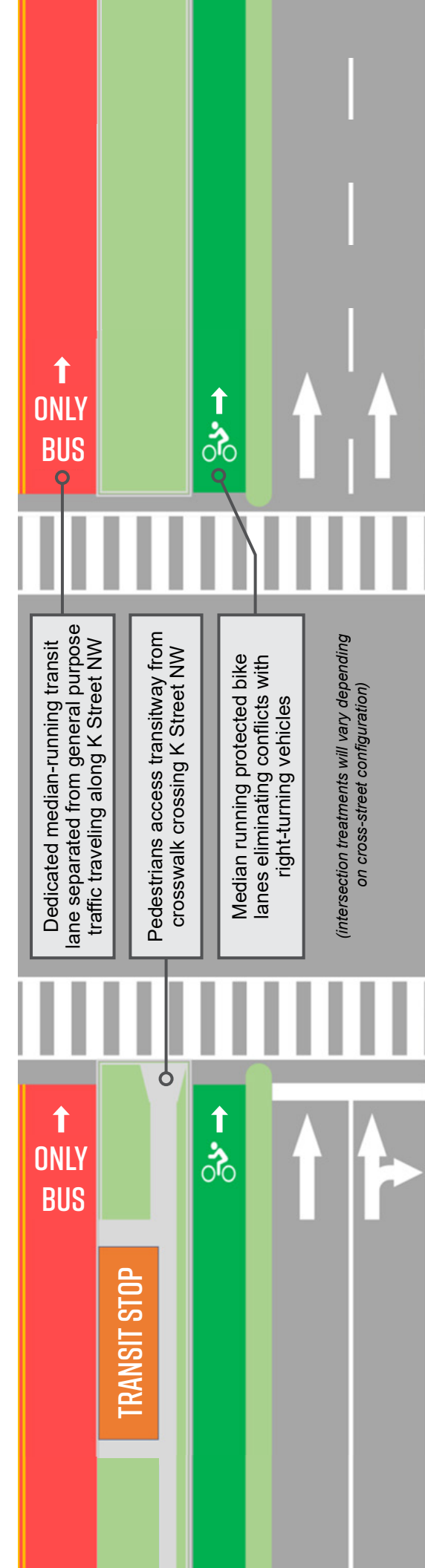


24-hour left-turn restriction for all vehicles from K Street NW

## Transitway Elements



## Typical Intersection Configuration





## Pedestrian Mobility

1 Arrive on K Street NW  
(e.g. Metrobus Route 42)

2

Access median transit stop  
using crosswalks at intersection

4 Board bus by way of level  
boarding using all available doors

3 Wait for bus to arrive  
in available shelters

Connecticut Ave NW

1 Arrive on K Street NW  
(e.g. Farragut North)

1

## Bicycle Mobility

A Travel along K Street NW  
cycle track concurrent  
with through vehicles

B Prioritized signal timing  
for through-bicycle travel

C Dismount and walk bicycle  
to access destinations on  
K Street or board a bus

D Bike boxes for safe turns  
at crossing bike facilities

E 24-hour general-purpose turn  
restrictions resulting in no risk  
of turning conflicts traveling  
along K Street NW

F Dashed green paint for  
increased cyclist visibility  
along K Street NW

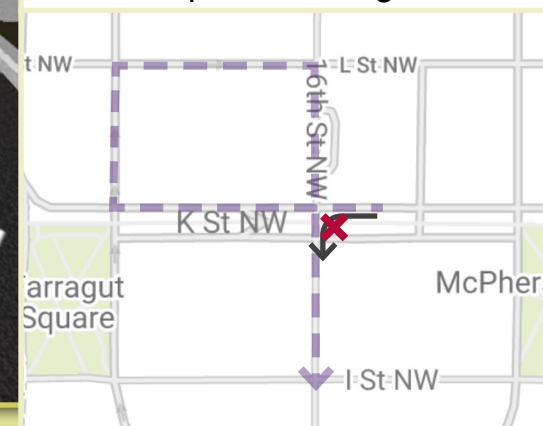
## Vehicle Mobility

Ⓟ Removal of Service Lanes  
and no parking or standing  
on most blocks. Parking and  
delivery activities will occur on  
crossing streets, in building alleys,  
or in parking garages

At most intersections, two through  
lanes are provided with one  
shared right-turn lane

🚫 24-hour left-turn restriction  
(see the example rerouting  
path below)

### Example Rerouting Path



## Project Benefits

The K Street Transitway will provide mobility and safety benefits for transit riders, cyclists and pedestrians.

### Changes in Travel Times:



**35% to 45% improvement  
in bus travel time**



**Similar driving experience  
as K Street NW today**

### Transit User Benefits:



👍 Provides enhanced reliability for over  
40,000 daily bus passengers on 13  
bus routes

👍 Faster bus speeds and improved bus  
stop amenities

👍 **101 hours** of travel time savings per  
peak period

### Bike Benefits:



👍 ~2 cumulative miles of new cycle track

👍 Connections to 5 crossing bicycle  
facilities (existing and planned)

👍 Improves safety by eliminating turn  
conflicts for through trips

### Pedestrian Benefits:



👍 Fewer conflicts with turning vehicles  
by removing the existing service  
lanes and restricting left turns