

Kansas Avenue NW

Multimodal Safety Improvements
from Chillum PI NE to Longfellow St NW



DDOT Present to Community Organized Meeting

December 10, 2025

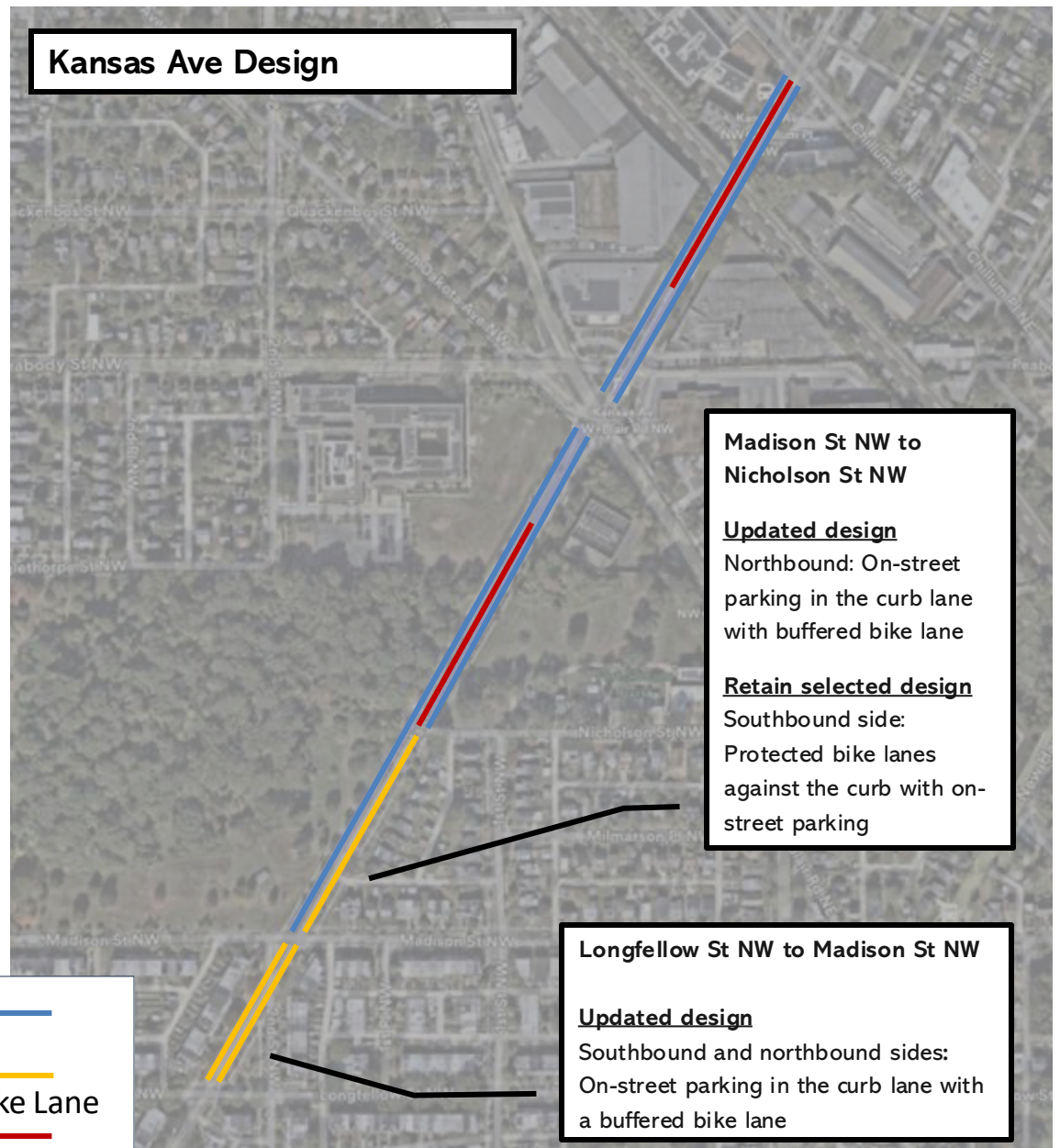
Design Updates

Longfellow St to Madison St

- Curbside parking and buffered bike lanes

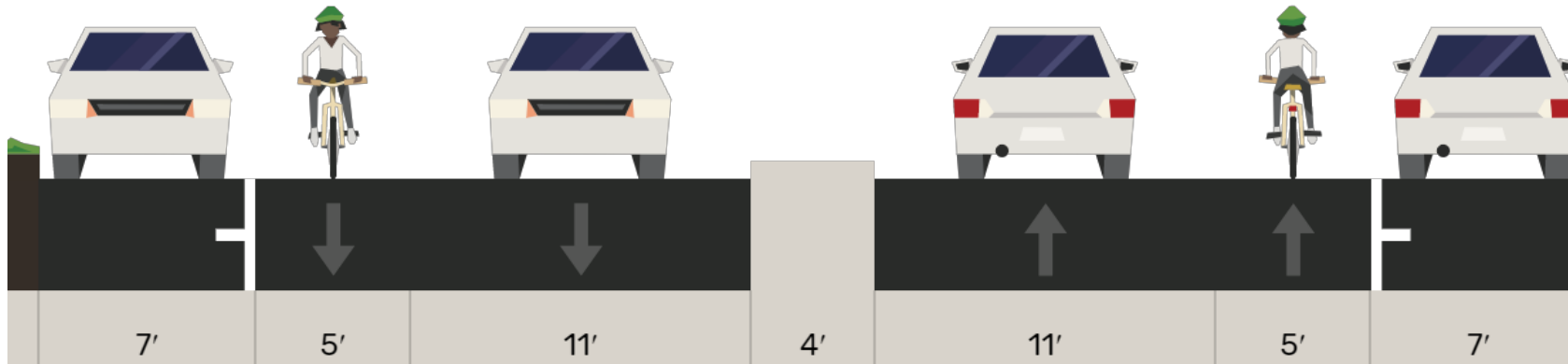
Madison St to Nicholson St

- Northbound- Curbside parking and buffered bike lanes
- Southbound- Protected bike lane
- Stop control study at:
 - Kansas Ave & Longfellow St
 - Kansas Ave & Madison St

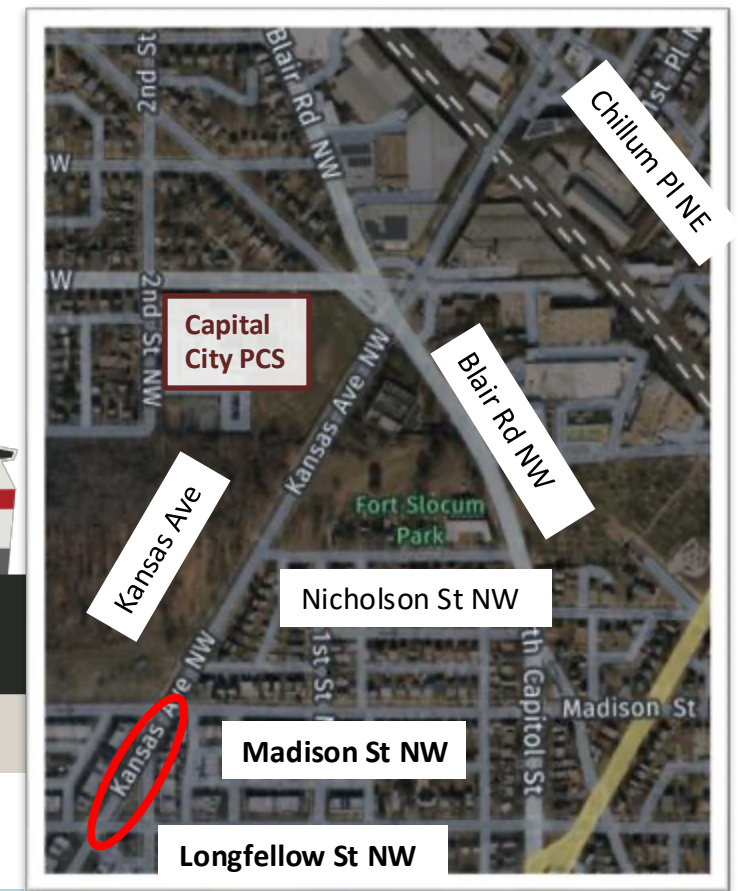
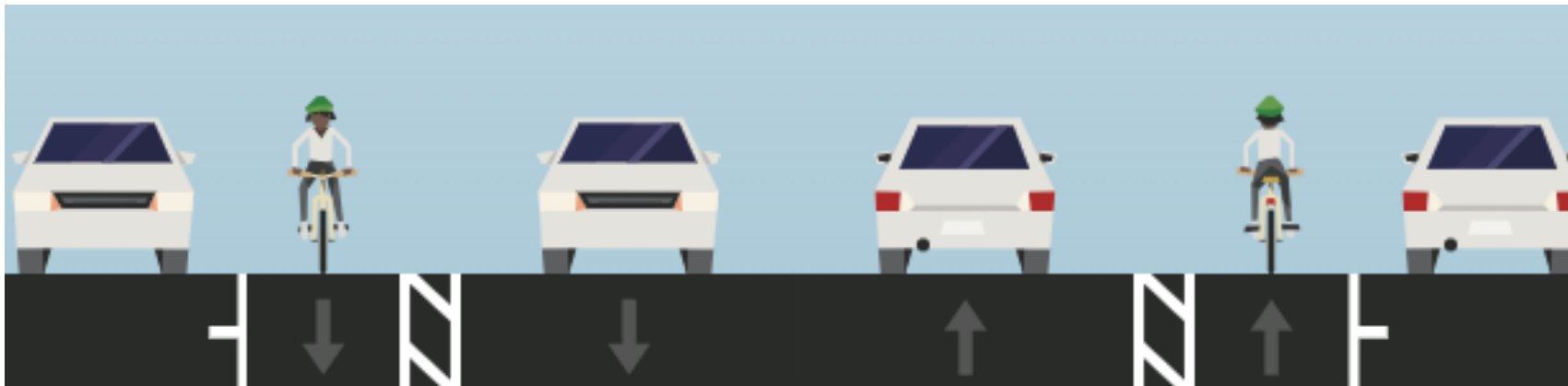


Kansas Avenue – Longfellow St to Madison St

Existing Cross Section



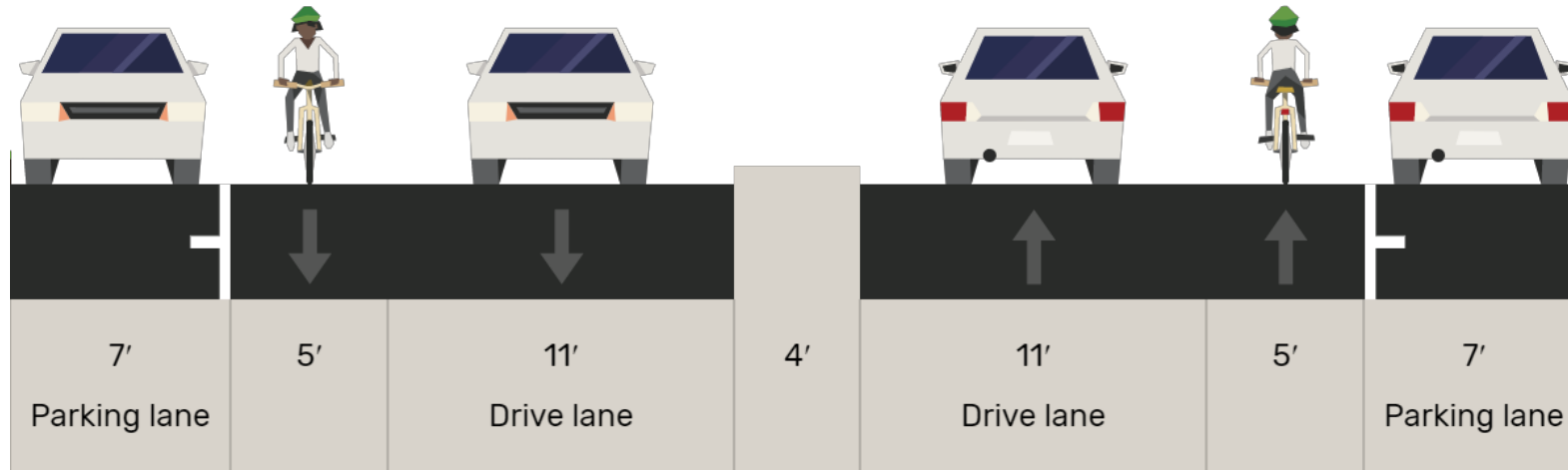
Final Cross Section



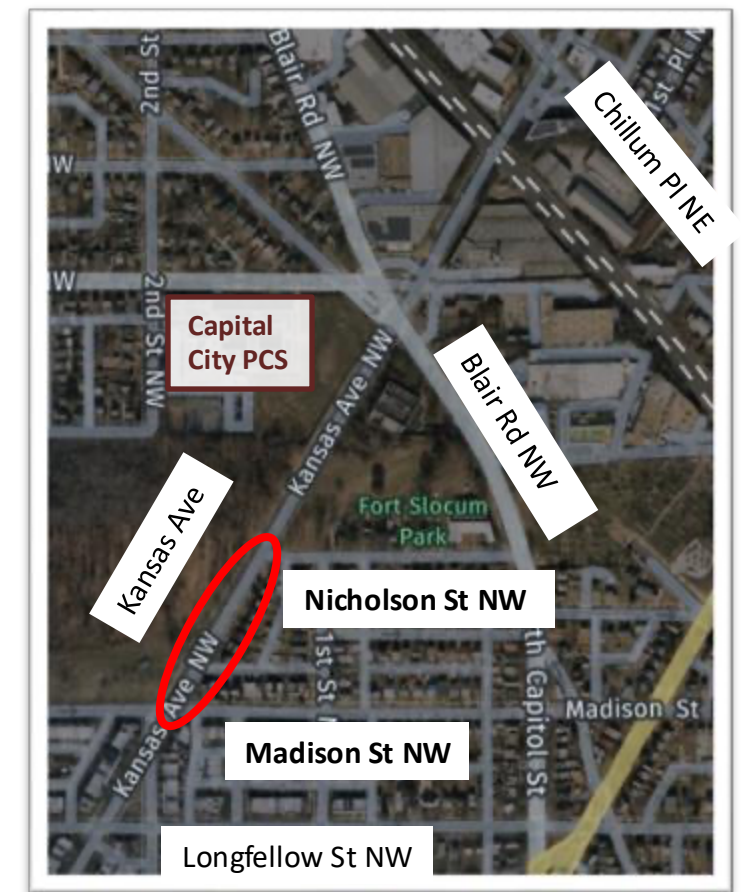
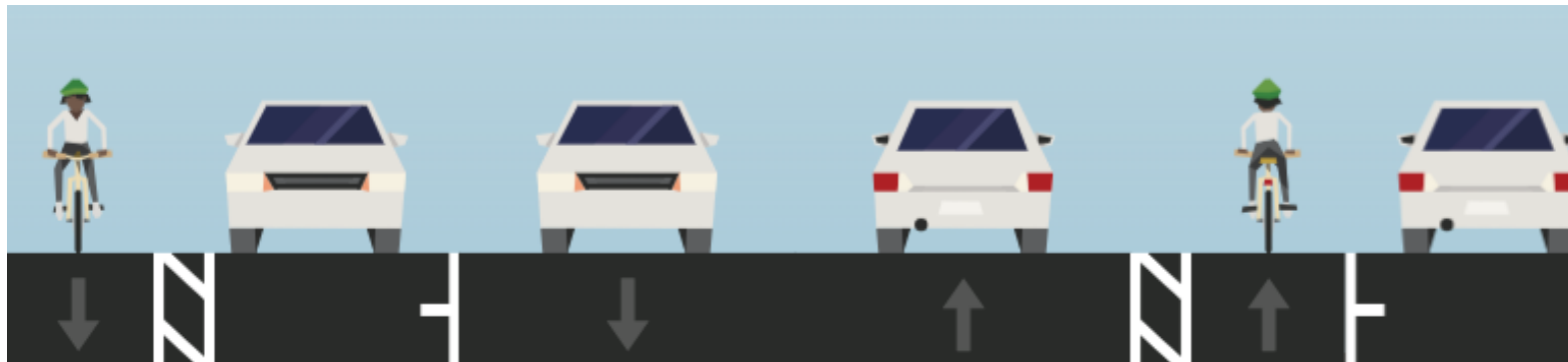
- **Design Update – On-street parking will remain in the curb lane on the both side of the street.**
- **Removes median to preserve parking on both sides**

Kansas Avenue – Madison St to Nicholson St

Existing Cross Section



Final Cross Section

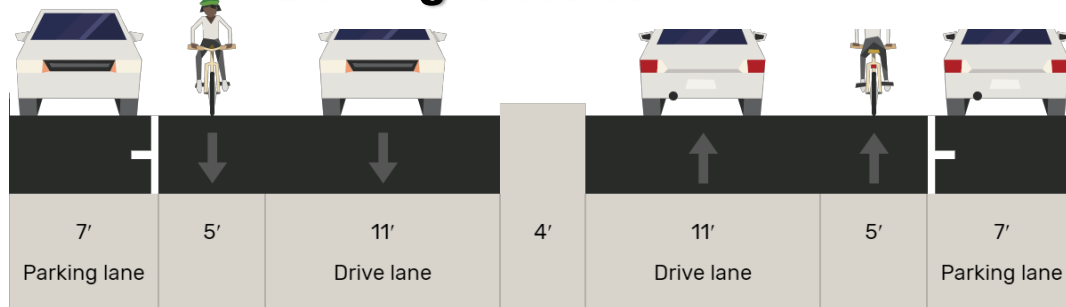


- **Design Update – On-street parking will remain in the curb lane on the east side of the street.**

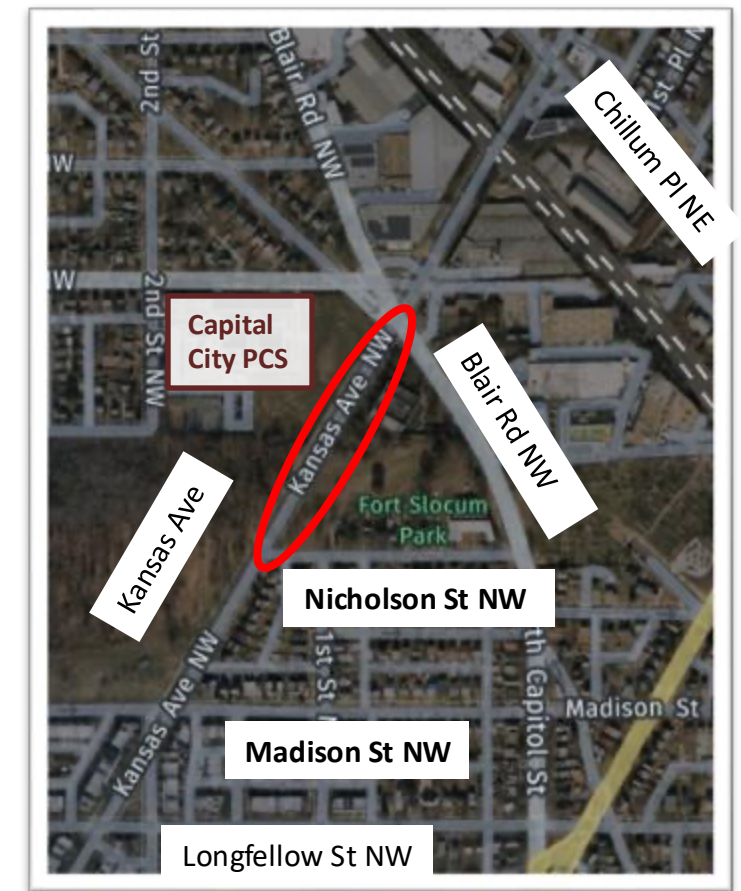
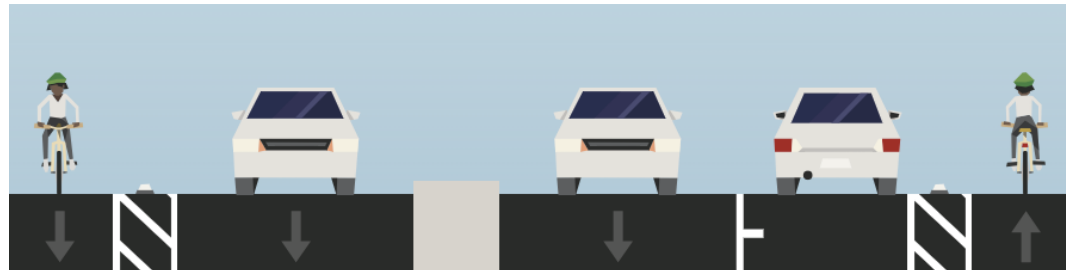
Kansas Avenue – Nicholson St to Blair Rd



Existing Cross Section



Final Cross Section

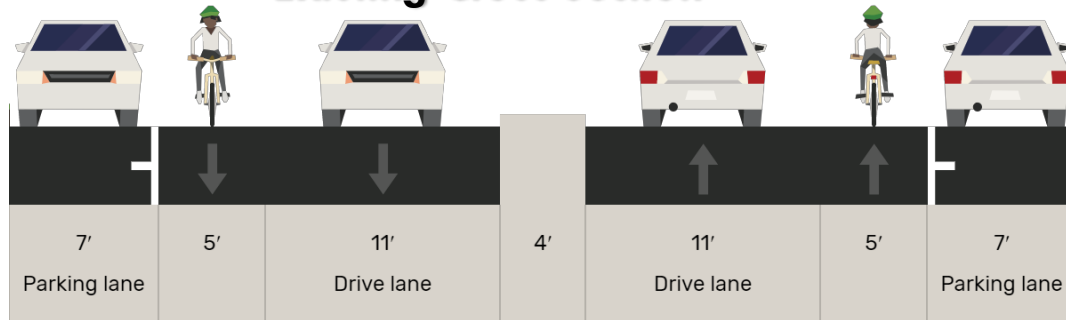


- Partially removes or modifies the center median to preserve on-street parking for Capital City Public Charter School
- Connection to new Metropolitan Branch Trail at Blair Rd.
- Adds a left turn lane at Blair Rd for turning traffic to reduce delays for drivers.

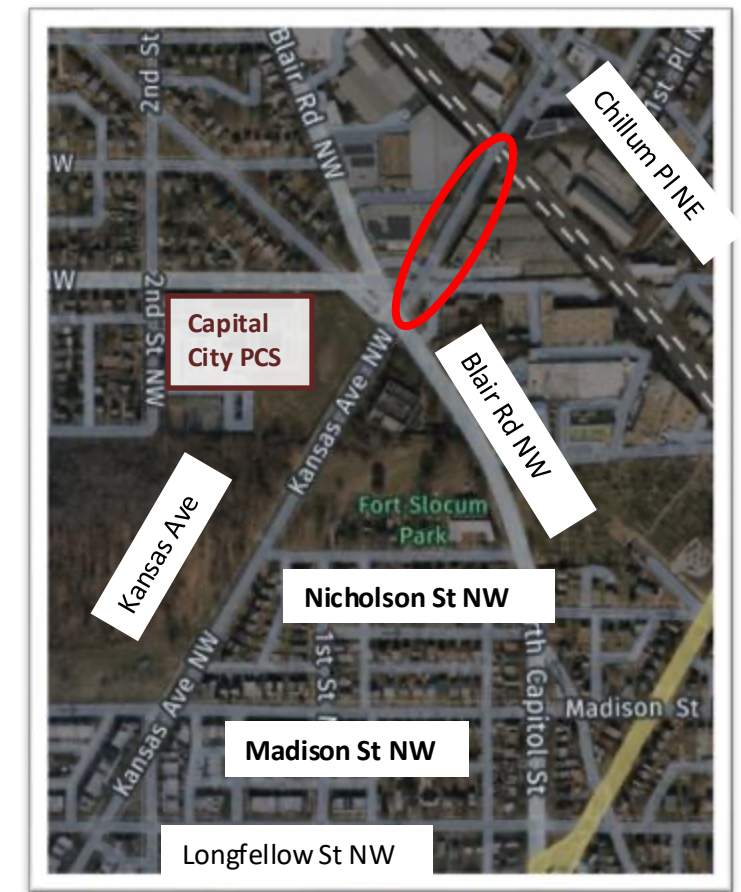
Kansas Avenue – Blair Rd to Chillum Pl



Existing Cross Section



Final Cross Section



- Partially removes center median to add a left turn lane at Blair Rd for turning traffic to reduce delays for drivers.
- Connection to new Metropolitan Branch Trail at Blair Rd.
- Preserves right turn lane at Chillum Pl for north-bound drivers

Summary of DDOT Commitments

- **Parking:** Residents worried about parking being moved away from the curb lane. DDOT confirmed ~13 spaces remain near Capital City PCS and on-street parking is preserved. No changes as of 12/5.
- **Pedestrian Safety:** Concerns raised about pedestrian safety. DDOT is studying stop sign warrants at Madison and Longfellow, with findings pending. Analysis still in progress as of 12/5.
- **Median Removal:** Residents have concerns with safety risks of the street without the median. DDOT removed medians to preserve parking and will monitor crash data one-year post-project. Medians will not be replaced where already removed.
- **Speeding:** Drivers often exceed speed limits. DDOT's narrower roadway design aims to discourage speeding. Speed data will be collected six months post-project as part of evaluation.
- **ADA Access:** Residents have concerns about ADA and MetroAccess van access. The project meets ADA standards and DDOT will assist with Residential Disability Parking Permit (RDPP) requests.
- **Access to 2nd St NW:** Residents noted new turns allowed onto 2nd St NW. DDOT added a curb extension to slow turns and will observe traffic after construction in early 2026. Commitment to post-construction observation remains and addressing observed issues.
- **Access to the curb:** Concerns about curb lane placement of protected bike lane and parking shifted. DDOT revised bike lane design to preserve curbside parking on residential block. Updated plan will install buffered bike lanes to keep curbside parking near residences.



District Department of Transportation

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<https://bikelanes.ddot.dc.gov/pages/kansas-ave-nw>

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