



adjacent neighborhoods. During the afternoon peak hour, giving additional green-time to the eastbound approach of Military Road NW would allow it to operate under acceptable conditions during all three scenarios. This report recommends that DDOT consider these signal timing changes, but only after consideration of impacts to neighborhood traffic.

▪ **Military Road NW & 30th Place NW (Intersection #4)**

During the morning peak hour, the southbound approach of 30th Place operates a few seconds above the threshold for LOS E. Potential solutions include: (1) widening the road to create a separate right and left turn lane, which is infeasible given right of way constraints, and (2) adding a traffic signal, which wouldn't meet warrants and thus is not feasible. The traffic volumes on this approach are very low and include a large number of buses. Since this portion of the study area has good porosity and drivers can select alternate routes, improvements would not be practical at this location.

▪ **Military Road NW & Nevada Avenue NW (Intersection #10)**

During the afternoon peak hour, providing additional green-time to the eastbound approach of Military Road NW would allow it to operate under acceptable conditions during all three scenarios. A quick analysis shows that this would not come at a large detriment to capacity to Nevada Avenue, during the time periods of this analysis. This report recommends that DDOT consider these signal timing changes.



TRANSIT

This section discusses the existing transit facilities near the site and the accessibility of these facilities.

EXISTING TRANSIT SERVICE

Ingleside is served by several Metrobus routes that provide local and crosstown transit connections to residential, employment, and commercial destinations. Figure 12 identifies transit service in the study area. Metrobus routes within a quarter-mile of the site include the 80 Line, the D8 Line, and the H1-H4 Lines, as described below.

The closest bus stops are located along Military Road directly adjacent to the Ingleside project. The Metrobus lines provide connections to the Red, Green, and Yellow Lines within the Metrorail system as well as many destinations within the District. Table 7 shows a summary of the bus route information for the lines that serve the site, including service hours, headways, and distance from the site.

There are several methodologies for calculating bus Level of Service (LOS). One such method is based on peak period frequencies, or how many times per hour a user can catch the bus. Higher frequencies contribute to more convenient service and lower overall travel time for riders because wait time is reduced. Under this method, which is described in Transit Cooperative Research Program (TCRP) Transit Capacity and Quality of Service Manual, 2nd Edition, 2003, LOS A is defined by an average headway of less than 10 minutes (more than 6 buses per hour), which is a service level that is frequent enough that passengers general do not need to consult route schedules. LOS F is defined by an average headway of more

than 60 minutes (less than one bus per hour). Peak hour LOS for each route within the study area is presented in Table 8.

TRANSIT ACCESSIBILITY

As discussed further in the following Pedestrian section the site is just a short distance from the nearby Metrobus stops. This allows for convenient public transit options for employees and visitors of Ingleside. Residents of Ingleside more often use the shuttle service and typically do not use Metrobus. The primary pedestrian connections between the site and the nearest Metrobus stops are displayed in Figure 12.

There will be a negligible amount of transit trips as a result of the Ingleside project. The small amount of new trips that may occur will have no detrimental impact to the existing Metrobus service.

Table 7: Bus Route Information

Route Number	Route Name	Service Hours*	Headway*	Distance to Nearest Stop
E2, 3, 4	Military Road-Crosstown Line	Monday-Saturday: 5:15 am - 1:30 am Sundays: 5:30 am - 12:30 am	Peak: 10-15 min Off-peak: 15-30 min	0.10 miles
M4	Nebraska Avenue Line	Monday-Saturday: 6:00 am - 9:30 pm	20-30 min	0.15 miles

* WMATA route schedules, <http://wmata.com/bus/timetables/>

Table 8: Bus Route Level of Service

Route Number	Route Name	Peak Hour Headway*	Level of Service
E2, 3, 4	Military Road-Crosstown Line	10 minutes	B
M4	Nebraska Avenue Line	20 minutes	C

* WMATA route schedules, <http://wmata.com/bus/timetables/>

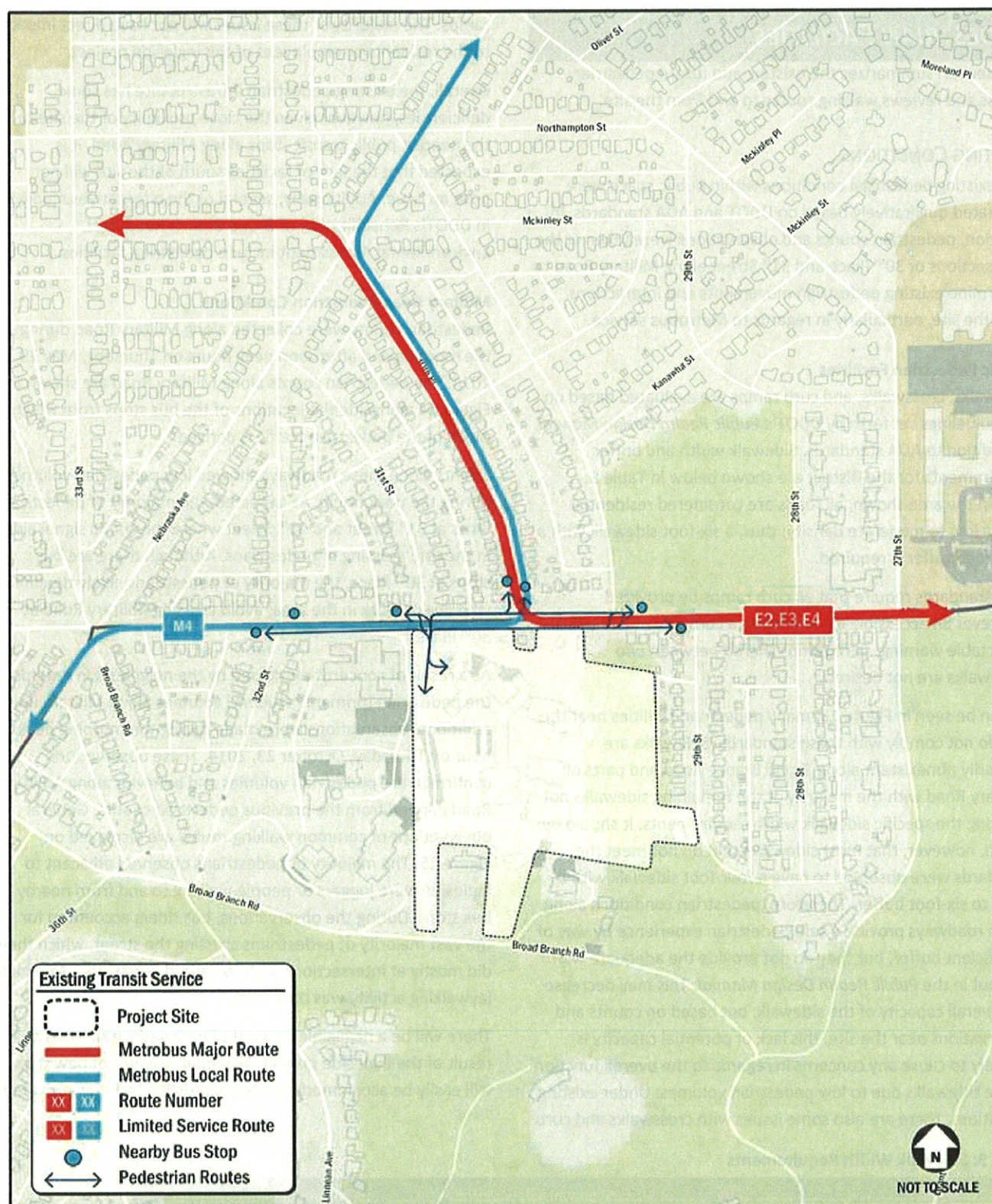


Figure 12: Existing Transit Service

PEDESTRIAN FACILITIES

This section summarizes the existing and future pedestrian access and reviews walking routes to and from the site.

EXISTING CONDITIONS

The existing pedestrian conditions within public space were evaluated qualitatively based on DDOT and ADA standards. In addition, pedestrian counts and observations were taken at the intersections of 30th Place and 31st Street along Military Road to determine existing pedestrian movements and interactions near the site, particularly in regards to Metrobus service.

Public Pedestrian Facilities

Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT's *Public Realm Design Manual*, in addition to ADA standards. Sidewalk width and buffer requirements for the District are shown below in Table 9. Within the area shown, all roads are considered residential with a low to moderate density; thus, a six-foot sidewalk with a four-foot buffer is required.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Curb ramps shared between two crosswalks are not desired.

As can be seen in Figure 13, many pedestrian facilities near the site do not comply with these standards. Sidewalks are primarily nonexistent along Broad Branch Road and parts of Military Road with the majority of the remaining sidewalks not meeting the specific sidewalk width requirements. It should be noted, however, that most sidewalks that do not meet the standards were observed to have a four-foot sidewalk with a four- to six-foot buffer. Therefore, pedestrian conditions along these roadways provide a safe pedestrian experience by way of a sufficient buffer, but they do not provide the adequate width laid out in the *Public Realm Design Manual*. This may decrease the overall capacity of the sidewalk, but based on counts and observations near the site, this lack of potential capacity is unlikely to cause any concerns in regards to the overall function of the sidewalks due to low pedestrian volumes. Under existing conditions, there are also some issues with crosswalks and curb

ramps. The majority of these issues will not have direct impacts to the residents or employees of the Ingleside project.

Overall, the existing pedestrian infrastructure has some deficiencies, however given the close proximity of the site to the nearest public transit stops along Military Road, it is expected that the lack of facilities south of the site will not pose an issue. Additionally, several of the alternatives studied in DDOT's Rehabilitation of Broad Branch Road, NW, Environmental Assessment include pedestrian facilities.

Military Road Pedestrian Conditions

Pedestrian counts were collected along Military Road during the morning and afternoon peak hours on Thursday, May 29, 2014. The pedestrian counts along Military Road are shown in Figure 14 alongside the locations of the bus stops from which much of the pedestrian traffic is derived.

Counts along these roadways showed low pedestrian volumes during the peak hours. As expected, the majority of pedestrians cross at 31st Street and 30th Street where the traffic signal aids in the safe crossing of pedestrians. Although there are bus stops at 30th Place, the majority of pedestrians, likely those who live or work in the area, avoid crossing Military Road at 30th Place.

As a result of concerns expressed by the neighbors in regards to the pedestrian (primarily student) volumes along Military Road, additional observations were made during the morning peak hour on Thursday, October 23, 2014. These observations confirmed the pedestrian volumes and behavior along Military Road derived from the previous pedestrian counts. General observations of common walking routes are displayed on Figure 15. The majority of pedestrians observed adjacent to Ingleside were joggers or people walking to and from nearby bus stops. During the observations, bus riders accounted for the vast majority of pedestrians crossing the street, which they did mostly at intersections with signalized crosswalks. Minimal jaywalking activity was observed.

There will be a negligible amount of new pedestrian trips as a result of the Ingleside project. The small amount of new trips will easily be accommodated on the existing facilities provided.

Table 9: Sidewalk Width Requirements

Street Type	Minimum Sidewalk Width	Minimum Buffer Width
Residential (Low to Moderate Density)	6 ft	4 ft (6 ft preferred for tree space)
Residential (High Density)	8 ft	4 ft (6 ft preferred for tree space)
Commercial (Non-downtown)	10 ft	4 ft
Downtown	16 ft	6 ft

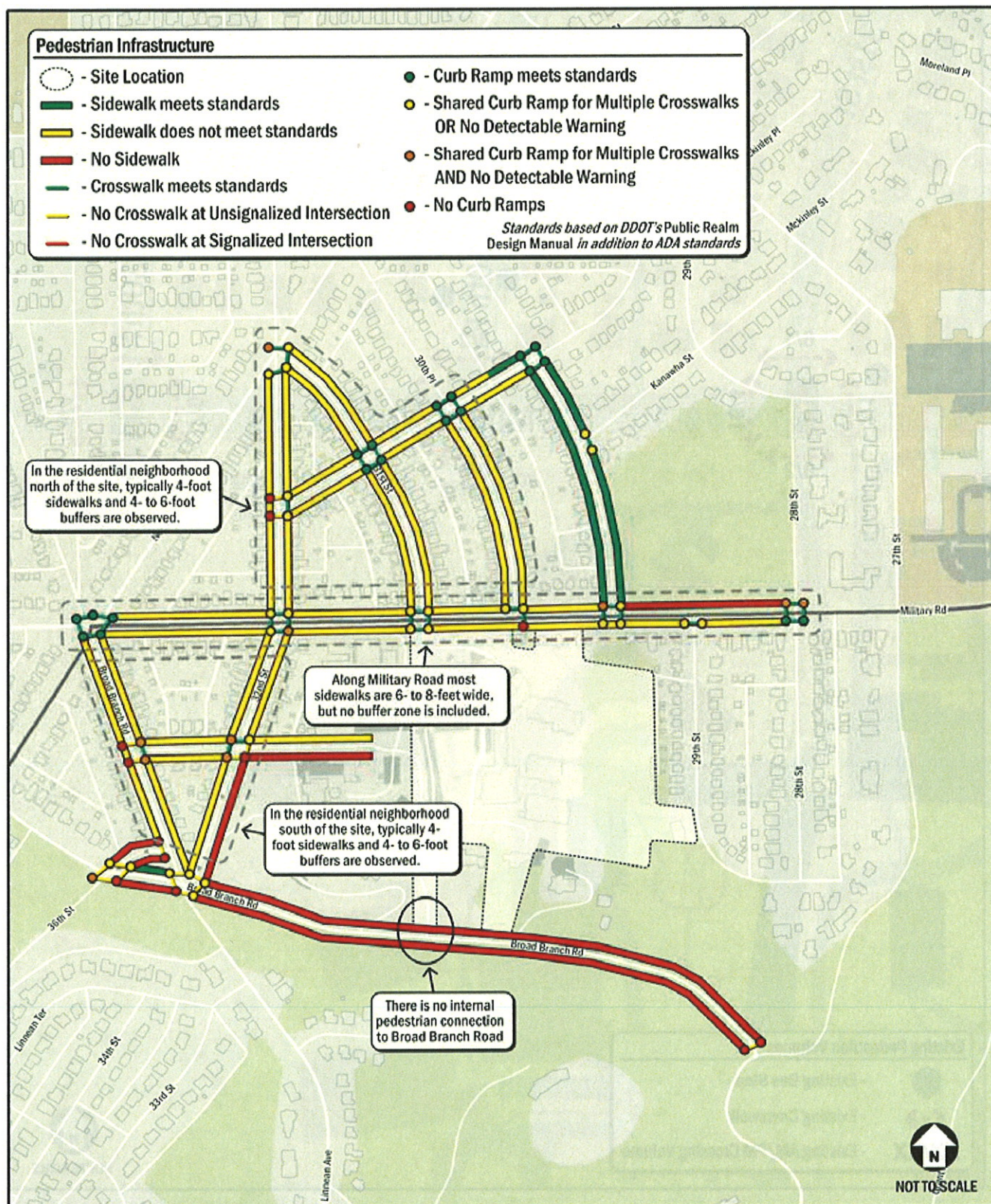


Figure 13: Existing Pedestrian Infrastructure



Figure 14: Existing Pedestrian Volumes

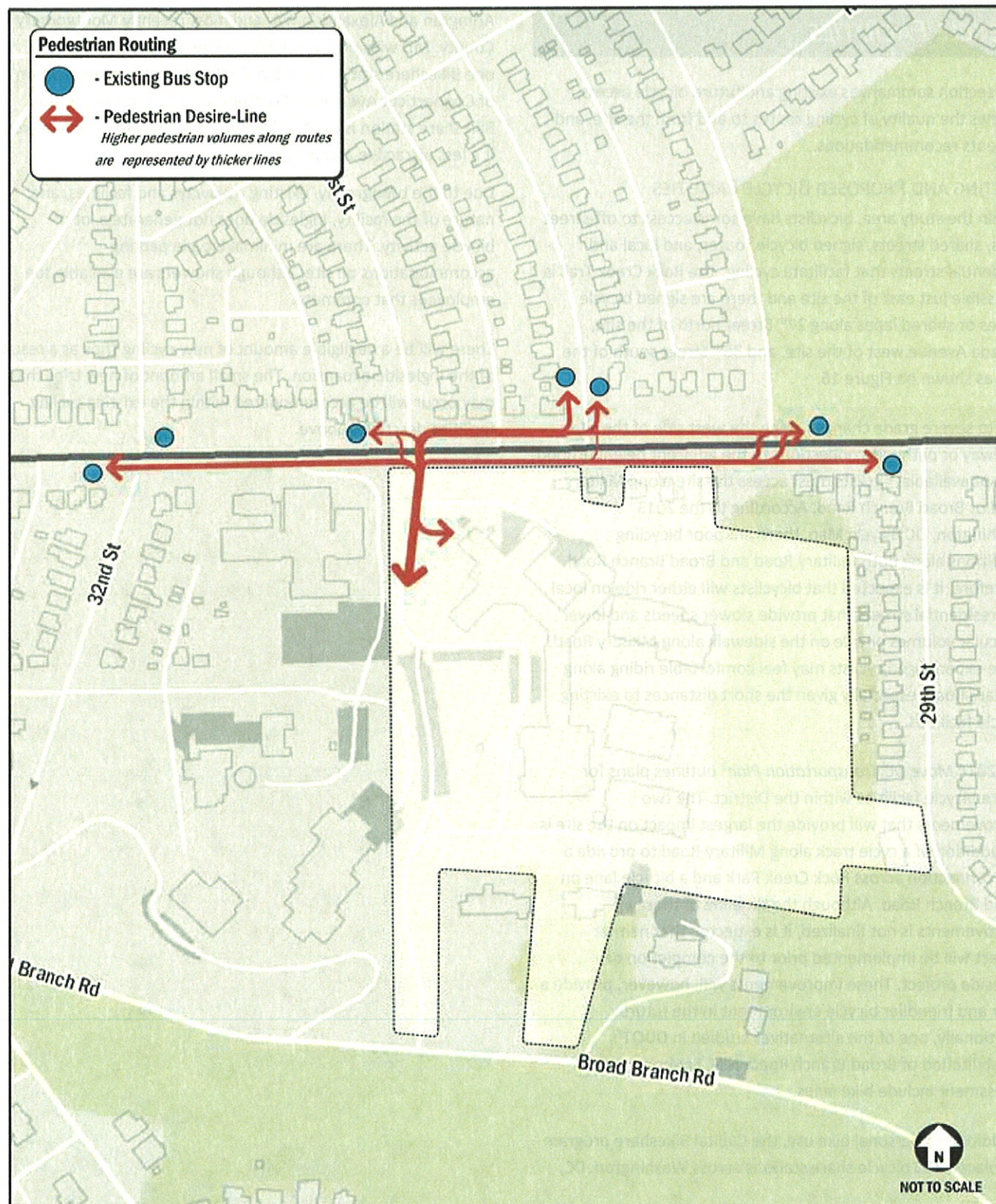


Figure 15: Pedestrian Routing & Observations