



BICYCLE FACILITIES

This section summarizes existing and future bicycle access, reviews the quality of cycling routes to and from the site, and presents recommendations.

EXISTING AND PROPOSED BICYCLE FACILITIES

Within the study area, bicyclists have some access to off-street trails, shared streets, signed bicycle routes, and local and residential streets that facilitate cycling. The Rock Creek Trail is accessible just east of the site and there are signed bicycle routes or shared lanes along 27th Street north of the site, Nevada Avenue west of the site, and 36th Street south of the site, as shown on Figure 16.

Due to severe grade changes along the west side of the site, roadway or pathway connections to the adjacent neighborhood are not available. Cyclists must access the site along Military Road or Broad Branch Road. According to the 2013 Washington, DC Bicycle Map, there are poor bicycling conditions along both Military Road and Broad Branch Road. Therefore, it is expected that bicyclists will either ride on local and residential streets that provide slower speeds and lower vehicular volumes or ride on the sidewalk along Military Road. More experienced cyclists may feel comfortable riding along Military Road, especially given the short distances to existing bicycle facilities.

The 2014 *Move DC Transportation Plan*² outlines plans for future bicycle facilities within the District. The two improvements that will provide the largest impact on the site is the addition of a cycle track along Military Road to provide a safe connection across Rock Creek Park and a bicycle lane on Broad Branch Road. Although the timeline of these improvements is not finalized, it is expected that neither project will be implemented prior to the completion of Ingleside project. These improvements will, however, provide a safer and friendlier bicycle environment in the future. Additionally, one of the alternatives studied in DDOT's Rehabilitation of Broad Branch Road, NW, Environmental Assessment include bike lanes.

In addition to personal bike use, the Capital Bikeshare program has placed 300 bicycle share stations across Washington, DC,

Arlington and Alexandria, VA, and most recently Montgomery County, MD with over 2,500 bicycles provided. There is only one Bikeshare station near the site located at the intersection of Connecticut Avenue and Fessenden Street; however, this Bikeshare station is over half a mile from the site, which makes it a less attractive amenity.

Due to the topography, existing roadways and facilities, and nature of the facility, Ingleside does not generate a lot of bicycle activity. There are minimal bicycle parking accommodations on site, although showers are available for employees that commute.

There will be a negligible amount of new cycling trips as a result of the Ingleside expansion. The small amount of new trips that may occur will be accommodated within the existing cycling facilities described above.

² *Move DC: The District of Columbia's Multimodal Long-Range Transportation Plan*, October 2014, District of Columbia Department of Transportation

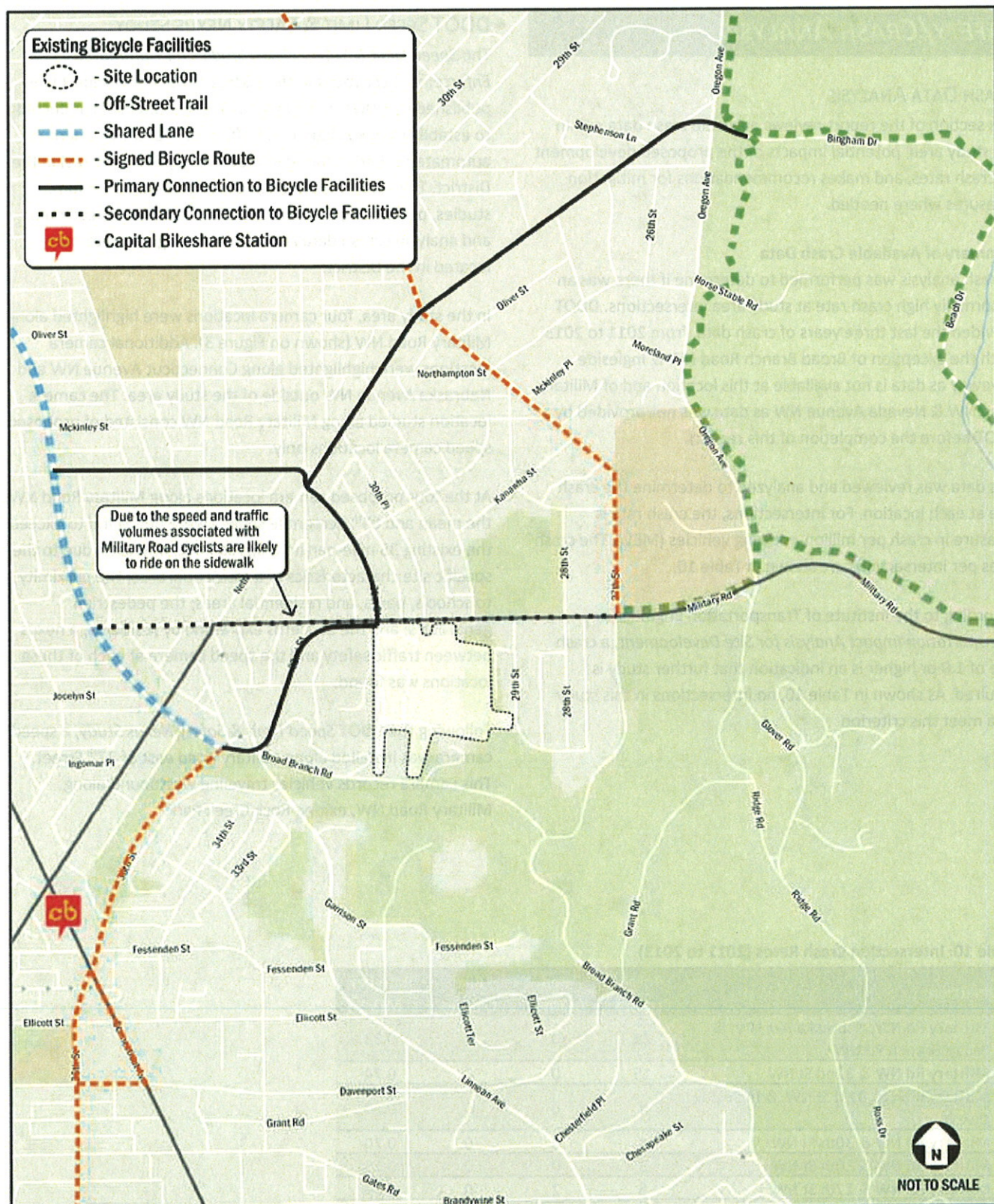


Figure 16: Existing Bicycle Facilities

SAFETY/CRASH ANALYSIS

CRASH DATA ANALYSIS

This section of the report reviews available crash data within the study area, potential impacts of the proposed development on crash rates, and makes recommendations for mitigation measures where needed.

Summary of Available Crash Data

A crash analysis was performed to determine if there was an abnormally high crash rate at study area intersections. DDOT provided the last three years of crash data, from 2011 to 2013 (with the exception of Broad Branch Road NW & Ingleside driveway as data is not available at this location and of Military Road NW & Nevada Avenue NW as data was not provided by DDOT before the completion of this report).

This data was reviewed and analyzed to determine the crash rate at each location. For intersections, the crash rate is measure in crash per million-entering vehicles (MEV). The crash rates per intersections are shown in Table 10.

According to the Institute of Transportation Engineer's *Transportation Impact Analysis for Site Development*, a crash rate of 1.0 or higher is an indication that further study is required. As shown in Table 10, no intersections in this study area meet this criterion

DDOT SPEED LIMIT & SAFETY NEXUS STUDY

The *Speed Limit & Safety Nexus Studies for Automated Enforcement Locations in the District of Columbia* report was published by DDOT in January 2014. The study was conducted to establish a nexus between traffic safety and placement of automated speed enforcement devices (speed cameras) in the District. This effort included conducting speed and volume studies, performing field assessments, reviewing speed data, and analyzing crash data at the 295 existing speed camera located in the District.

In the study area, four camera locations were highlighted along Military Road NW (shown on Figure 3). Additional camera locations were highlighted along Connecticut Avenue NW and Nebraska Avenue NW outside of the study area. The camera location studied along Military Road NW consisted of proposed speed camera locations only.

At the four proposed camera locations along Military Road NW, the mean and 85th percentile speeds were not found to exceed the existing 35 mile-per-hour speed limit. However, due to the specific site characteristics of a residential area; the proximity to schools, parks, and residential areas; the pedestrian generators; and the concerns expressed by residents, a nexus between traffic safety and the speed camera at each of these locations was found.

Following the DDOT *Speed Limit & Safety Nexus Study*, a speed camera was installed along Military Road east of 27th Street. This camera records vehicles traveling westbound along Military Road NW, exiting Rock Creek Park.

Table 10: Intersection Crash Rates (2011 to 2013)

Intersection	Total Crashes	Ped Crashes	Bike Crashes	Rate per MEV*
1. Military Rd NW, Nebraska Ave NW, & Broad Branch Rd NW	21	0	0	0.83
2. Military Rd NW & 32nd St NW	15	0	0	0.74
3. Military Rd NW, 31st St NW, & Ingleside Dwy	4	0	0	0.20
4. Military Rd NW & 30th Pl NW	4	0	0	0.20
5. Military Rd NW & 30th St NW	3	0	0	0.15
6. Military Rd NW & 27th St NW	6	2	0	0.24
7/8. Nevada Ave NW, Broad Branch Rd NW, Linnean Ave NW, & 32nd St NW	1	0	0	0.14

* - Million Entering Vehicles; Volumes estimated based on turning movement count data



SUMMARY AND CONCLUSIONS

This TIS for the proposed expansion of the Ingleside at Rock Creek Continuing Care Retirement Community is submitted into the BZA record (Case Number 18898), as an evaluation of the transportation impacts of construction of the application.

Ingleside at Rock Creek is a faith based, not-for-profit Continuing Care Retirement Community, located in Northwest, Washington DC. It has been providing services and healthcare to Washington's seniors since 1906. The facility provides several types of living units, with a total of 228 units on site today. The proposed expansion would, through demolishing some buildings and constructing new ones, increase the total number of units to 332, a net increase of 104 units.

Transportation aspects of the site plan include:

- Site access will not change with the expansion. The existing driveways on Military Road and Broad Branch Road will remain.
- Currently, Ingleside at Rock Creek has 217 parking spaces, in a mixture of surface and below grade spaces. The expansion would increase this to 367 parking spaces, with the vast majority located below ground. The amount of parking will be sufficient to accommodate all parking demand on site.
- A parking management plan was developed to maximize efficiency of use of the parking onsite and minimize potential spillover to neighboring streets.
- Based on the review of existing data, the proposed loading facilities included in the expansion, and information from Ingleside staff, this report concludes that the proposed loading will accommodate all delivery and truck needs without detrimental impacts.
- The loading schedule provided from Ingleside shows approximately 50 deliveries per week (Monday through Saturday), or around eight per day. The vast majority, 95% of these deliveries, are cargo vans and small trucks (including trash trucks). Around half of vehicles use loading docks on site, while others deliver to individual buildings.
- During construction of the expansion, Ingleside is proposing to house up to ten assisted living residents in an existing house at 5314 29th Street. The transportation impacts of this interim condition will be minor and non-detrimental.

The analysis of potential impacts found:

- That the existing Ingleside facility generates a minimal amount of traffic demand.
- The future vehicular trips generated by the expansion were calculated based on existing traffic patterns at Ingleside. The trip generation calculations show that the 104 new units will generate around one new vehicle on adjacent roads once every two minutes.
- The existing study area roadways generally operate under acceptable conditions during the morning and afternoon peak hour. There are several areas of concern where existing congestion occurs.
- Future traffic conditions, with the addition of the trips generated by inherent growth on the study area roadways, as well as by the Ingleside project are have very similar levels of traffic and congestion to existing conditions.
- The Ingleside project will have no detrimental impacts to the study area. No study intersections operate under unacceptable conditions with the construction of the project that wouldn't otherwise.
- There will be a negligible amount of new transit, pedestrian, and cycling trips as a result of the Ingleside project. The small amount of new trips that may occur will have no detrimental impact and can be accommodated on existing facilities.

This TIS concludes that the construction of the proposed Ingleside expansion would not result in detrimental impacts to the surrounding transportation network.