

**Table 7: LOS Comparison**

Intersection and Approach	Existing (2025)				Background (2029)				Total Future (2029)			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>1. Massachusetts Ave &amp; 46th St/Tilden St/Wesley Cir NW</b>												
<b>Overall</b>	<b>11.8</b>	<b>B</b>	<b>7.3</b>	<b>A</b>	<b>12.1</b>	<b>B</b>	<b>7.5</b>	<b>A</b>	<b>12.1</b>	<b>B</b>	<b>7.5</b>	<b>A</b>
Southeastbound	10.1	B	6.5	A	10.6	B	6.7	A	10.6	B	6.7	A
Northwestbound	4.3	A	3.2	A	4.4	A	3.6	A	4.4	A	3.6	A
Southwestbound	52.4	D	53.9	D	52.9	D	54.7	D	52.9	D	54.7	D
<b>2. University Ave &amp; Wesley Cir NW</b>												
Northbound	8.6	A	8.6	A	8.6	A	8.7	A	8.6	A	8.6	A
<b>3. Massachusetts Ave &amp; Wesley Cir NW</b>												
Northbound (Eastbound)	15.3	C	18.0	C	15.9	C	19.3	C	16.0	C	19.3	C
Southeastbound	0.1	A	0.0		0.1	A	0.0		0.1	A	0.0	
<b>4. University Ave &amp; Sedgwick St/WTS Dwy NW</b>												
Eastbound	8.8	A	8.8	A	8.8	A	8.8	A	8.8	A	8.7	A
Westbound	8.9	A	8.4	A	8.9	A	8.4	A	0.0	A	0.0	A
Northbound	0.2	A	0.7	A	0.2	A	0.7	A	0.2	A	0.7	A
Southbound	0.4	A	0.0		0.4	A	0.0		0.4	A	0.0	
<b>5. Massachusetts Ave &amp; 45th St NW</b>												
<b>Overall</b>	<b>5.1</b>	<b>A</b>	<b>9.2</b>	<b>A</b>	<b>5.3</b>	<b>A</b>	<b>10.5</b>	<b>B</b>	<b>5.3</b>	<b>A</b>	<b>10.6</b>	<b>B</b>
Southeastbound	5.2	A	16.1	B	5.4	A	19.3	B	5.4	A	19.5	B
Northwestbound	4.9	A	3.2	A	5.0	A	3.2	A	5.0	A	3.2	A
Southwestbound	3.8	A	3.8	A	3.8	A	3.8	A	3.8	A	3.9	A
<b>6. Massachusetts Ave &amp; WTS Dwy NW</b>												
Northbound	10.4	B	18.2	C	10.4	B	20.1	C	10.4	B	21.3	C
Northwestbound	0.2	A	0.4	A	0.2	A	0.4	A	0.3	A	0.7	A
<b>7. Massachusetts Ave &amp; Glover Gate/Katzen Dwy NW</b>												
<b>Overall</b>	<b>7.4</b>	<b>A</b>	<b>14.1</b>	<b>B</b>	<b>7.6</b>	<b>A</b>	<b>14.4</b>	<b>B</b>	<b>7.7</b>	<b>A</b>	<b>14.5</b>	<b>B</b>
Southeastbound	4.6	A	9.9	A	4.8	A	10.2	B	4.9	A	10.3	B
Northwestbound	9.5	A	10.5	B	10.0	A	11.4	B	10.1	B	11.6	B
Northeastbound	47.3	D	48.6	D	47.3	D	48.6	D	47.3	D	48.6	D
Southwestbound	46.3	D	44.8	D	46.3	D	44.8	D	46.3	D	44.8	D

**Table 8: v/c Comparison**

Intersection and Movement	Existing (2025)		Background (2029)		Total Future (2029)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
	v/c	v/c	v/c	v/c	v/c	v/c
<b>1. Massachusetts Ave &amp; 46th St/Tilden St/Wesley Cir NW</b>						
Southeastbound Thru	0.57	0.43	0.60	0.45	0.60	0.45
Southeastbound Right	0.01	0.00	0.01	0.00	0.01	0.00
Northwestbound Thru	0.32	0.58	0.34	0.62	0.34	0.62
Southwestbound Thru	0.59	0.50	0.60	0.52	0.60	0.52
<b>2. University Ave &amp; Wesley Cir NW</b>						
Eastbound TR	0.02	0.03	0.02	0.03	0.02	0.03
Northbound Right	0.03	0.03	0.03	0.03	0.03	0.03
<b>3. Massachusetts Ave &amp; Wesley Cir NW</b>						
Northbound (Eastbound) LTR	0.10	0.15	0.11	0.16	0.11	0.15
Southeastbound LT	0.01	0.00	0.01	0.00	0.01	0.00
Southeastbound Thru	0.50	0.39	0.52	0.41	0.52	0.41
Northwestbound Thru	0.23	0.42	0.24	0.45	0.24	0.45
Northwestbound TR	0.14	0.27	0.14	0.28	0.14	0.28
<b>4. University Ave &amp; Sedgwick St/WTS Dwy NW</b>						
Eastbound LR	0.01	0.01	0.01	0.01	0.01	0.01
Westbound LTR	0.00	0.00	0.00	0.00	0.00	0.00
Northbound LT	0.00	0.00	0.00	0.00	0.00	0.00
Southbound TR	0.00	0.00	0.00	0.00	0.00	0.00
<b>5. Massachusetts Ave &amp; 45th St NW</b>						
Southeastbound LT	0.61	0.85	0.64	0.89	0.64	0.89
Northwestbound TR	0.48	0.47	0.50	0.50	0.50	0.50
Southwestbound LR	0.02	0.03	0.02	0.03	0.02	0.03
<b>6. Massachusetts Ave &amp; WTS Dwy NW</b>						
Northbound Right	0.00	0.01	0.00	0.02	0.01	0.09
Southeastbound Thru	0.49	0.62	0.51	0.65	0.51	0.65
Southeastbound TR	0.25	--	0.26	--	0.26	--
Northwestbound LT	0.01	0.04	0.01	0.04	0.01	0.06
Northwestbound Thru	--	0.47	--	0.50	--	0.51
<b>7. Massachusetts Ave &amp; Glover Gate/Katzen Dwy NW</b>						
Southeastbound LTR	0.64	0.57	0.67	0.60	0.67	0.61
Northwestbound LTR	--	0.61	--	0.66	--	0.67
Northwestbound LT	0.62	--	0.64	--	0.65	--
Northwestbound Right	0.03	--	0.03	--	0.03	--
Northeastbound LT	0.16	0.51	0.16	0.51	0.16	0.51
Northeastbound Right	0.01	0.13	0.01	0.13	0.01	0.13
Southwestbound LTR	0.07	0.20	0.07	0.20	0.07	0.20

**Table 9: 50<sup>th</sup> & 95<sup>th</sup> Percentile Queuing Comparison (in feet)**

Intersection and Lane Group	Storage Length (ft)	Existing (2025)				Background (2029)				Total Future (2029)			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
<b>1. Massachusetts Ave &amp; 46th St/Tilden St/Wesley Cir NW</b>													
Southeastbound Thru	310	208	262	122	155	225	283	131	166	226	283	131	166
Southeastbound Right	310	1	6	1	3	1	6	1	3	1	5	1	3
Northwestbound Thru	170	22	27	2	1	23	28	2	1	23	28	2	1
Southwestbound Thru	540	109	183	75	135	111	187	78	140	111	187	78	140
<b>2. University Ave &amp; Wesley Cir NW</b>													
Northbound Right	330	--	2	--	2	--	2	--	0	--	2	--	2
<b>3. Massachusetts Ave &amp; Wesley Cir NW</b>													
Northbound (Eastbound) LTR	50	--	9	--	13	--	9	--	0	--	9	--	13
Southeastbound LT	170	--	0	--	0	--	0	--	0	--	0	--	0
Southeastbound Thru	170	--	0	--	0	--	0	--	0	--	0	--	0
<b>4. University Ave &amp; Sedgwick St/WTS Dwy NW</b>													
Eastbound LR	340	--	1	--	1	--	1	--	1	--	1	--	1
Westbound LTR	100	--	0	--	0	--	0	--	1	--	0	--	0
Northbound LT	320	--	0	--	0	--	0	--	0	--	0	--	0
Southbound TR	320	--	0	--	0	--	0	--	0	--	0	--	0
<b>5. Massachusetts Ave &amp; 45th St NW</b>													
Southeastbound LT	200	111	125	125	145	114	128	131	151	114	128	131	151
Northwestbound TR	200	142	174	92	105	146	178	95	109	146	179	95	108
Southwestbound LR	380	4	14	4	17	4	14	5	18	4	14	5	18
<b>6. Massachusetts Ave &amp; WTS Dwy NW</b>													
Northbound Right	290	--	0	--	0	--	0	--	1	--	0	--	0
Southeastbound TR	200	--	0	--	3	--	0	--	0	--	0	--	5
Northwestbound LT	80	--	1	--	0	--	1	--	3	--	1	--	0
Northwestbound Thru	80	--	0	--	1	--	0	--	0	--	1	--	7
<b>7. Massachusetts Ave &amp; Glover Gate/Katzen Dwy NW</b>													
Southeastbound LTR	420	43	48	161	190	45	51	175	198	45	51	178	201
Northwestbound LTR		--	--	213	266	--	--	244	305	--	--	250	311
Northwestbound LT	480	203	305	--	--	217	328	--	--	220	334	--	--
Northwestbound Right	480	0	2	--	--	0	2	--	--	0	2	--	--
Northeastbound LT	100	17	45	66	122	17	45	66	122	17	45	66	122
Northeastbound Right	100	0	0	0	54	0	0	0	54	0	0	0	54
Southwestbound LTR	40	8	30	22	61	8	30	22	61	8	30	22	61

~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

## Transit Facilities

This chapter discusses the existing and proposed transit facilities near the site and evaluates the overall transit impacts of the site.

This chapter concludes that:

- The project site is well-served by existing transit;
- The project site is approximately 1 mile from the Tenleytown-AU Metro station;
- The project site is served by three (3) Metrobus routes and two (2) AU shuttle routes; and
- The project is expected to generate a manageable amount of transit trips that existing transit service is capable of handling.

### ***Existing Transit Service***

The study area is served by Metrorail and the Metrobus and American University (AU) shuttle systems. Combined, these transit services provide local and regional transit connections and link the site with residential, employment, commercial, and cultural destinations throughout the region. Figure 25 identifies the transit routes, stations, and stops in the study area.

The site is located 1 mile from the Tenleytown-AU Metro station on the Red Line, which travels between the Glenmont and Shady Grove stations by way of downtown Washington, DC.

The site is also served by two (2) AU shuttle routes, which WTS students can ride for free, and three (3) Metrobus routes. These bus routes connect the site to many areas of the region, as well as several Metro stations. Table 10 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

Table 11 shows WMATA's recommended amenities for each type of bus stop. Table 12 shows a detailed inventory of the amenities appearing at each bus stop within the transit study area.

### ***Proposed Transit Service***

There are no known planned or proposed transit improvements in the project study area.

### ***Site-Generated Transit Impacts***

The proposed development is projected to generate 24 transit trips (11 inbound, 13 outbound) during the AM peak hour and 70 transit trips (33 inbound, 37 outbound) during the PM peak hour.

It is expected that existing transit service can accommodate these new site-generated trips.

**Table 10: Local Bus Route Information**

Route Number	Route Name	Service Hours at Stop Closest to Site			Headway (minutes)	Walking Distance to Nearest Stop
		Weekdays	Saturdays	Sundays		
D96	Massachusetts Avenue - Bethesda Line	5:30am-12:00am	7:00am-12:00am	7:00am-11:00pm	20-30	0.2 mi (2 min)
D90	Massachusetts Avenue - Tenleytown Line	5:30am-12:00am	7:00am-9:30pm	-	20-30	0.4 mi (3 min)
C81	Military Road Line	5:00am-12:00am	5:30am-12:00am	5:30am-12:00am	20-30	0.4 mi (3 min)
-	AU Shuttle Blue Route	6:00am-12:15am	7:00am-12:15am	8:00am-12:15am	15 - 30	0.2 mi (4 min)
-	AU Shuttle Red Express Route	7:00am-11:05pm	-	-	12 - 15	0.2 mi (5 min)

**Table 11: WMATA Recommended Bus Stop Amenities**

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Recommended for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Source: 2019 WMATA *Bus Stop Amenity Reference Guide*

Table 12: Bus Stop Inventory

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Land-ing pad	Side-walk	Bench	Shel-ter	Dy-namic info sign	Light-ing	Trash Recp.
Massachusetts Ave & Fordham Rd (EB)	1002411	D96	●	●	●	●	●	●	●	●	●
Massachusetts Ave & 48th St (WB) / <i>Spring Valley</i>	1002407 / 111	D96 / <i>Red Express</i>	●		●	●					●
Massachusetts Ave & Van Ness St (EB)	1002388	D96	●		●	●				●	●
Massachusetts Ave & Van Ness St (WB)	1002387	D96	●		●	●				●	
Massachusetts Ave & 46th St (WB)	1002341	D96	●		●	●				●	
Massachusetts Ave & Tilden St (EB)	1002339	D96	●		●	●				●	
Massachusetts Ave & 45th St (WB)	1002310	D96	●		●	●				●	
Massachusetts Ave & 45th St (EB)	1002323	D96	●		●	●	●	●		●	●
Massachusetts Ave & Ward Cir (WB) / <i>Katzen Arts Center</i>	1002283 / 114	D96 / <i>Red Express</i>	●		●	●				●	●
Massachusetts Ave & Ward Cir (EB) / <i>Massachusetts Ave NW</i>	1002275 / 115	D96 / <i>Red Express</i>	●		●	●	●	●	●	●	
Nebraska Ave & Ward Cir (SB) / <i>Kerwin Hall</i>	1003092 / 109	D90, C81 / <i>Blue</i>	●		●	●					
Nebraska Ave & N Drwy Amer Univ (NB)	1002227	D90, C81	●	●	●	●	●	●	●	●	
Nebraska Ave NW & New Mexico Ave NW (SB)	1002204	C81	●		●	●					
Nebraska Ave NW & New Mexico Ave NW	1002197	C81	●		●	●					
New Mexico Ave & Nebraska Ave (NB)	1002205	D90	●		●	●				●	●
New Mexico Ave & Nebraska Ave (SB)	1002201	D90	●		●	●				●	
Massachusetts Ave & Westover Pl (EB)	1002229	D96	●	●	●	●				●	●
Massachusetts Ave & Ward Cir (WB)	1002258	D96	●	●	●	●					●
Nebraska Ave & Ward Cir (SB) / <i>Nebraska Hall - Inbound</i>	1003710 / 108	D90, C81 / <i>Blue</i>	●		●	●					
Nebraska Ave & Ward Cir (NB) / <i>Nebraska Hall - Outbound</i>	1002284 / 102	D90, C81 / <i>Blue</i>	●	●	●	●	●	●	●	●	●
Nebraska Ave & #3700 (SB)	1002292	D90, C81	●		●	●					
Nebraska Ave & Naval Sec Ctr (NB)	1002304	D90, C81	●		●	●	●	●		●	●
<i>Kogod School of Business</i>	<i>101</i>	<i>Blue</i>			●	●		●		●	
<i>Letts/Anderson</i>	<i>100</i>	<i>Blue</i>			●	●		●		●	●

*AU Shuttle routes, stop locations, and stop ID's noted in italics.*



Figure 25: Existing Transit Facilities



## Pedestrian Facilities

This chapter summarizes existing pedestrian access to the site and reviews the impacts of the site on the pedestrian network.

The following conclusions are reached within this chapter:

- Despite some incidences of missing sidewalks, curb ramps, and crosswalks on minor streets near the project site, there are generally adequate pedestrian facilities along primary walking routes between the site and major local destinations;
- The area surrounding the site is free of major barriers to pedestrian connectivity;
- The project is expected to generate pedestrian trips to and from nearby destinations, and the pedestrian facilities surrounding the project can accommodate these new trips; and
- While sidewalks are provided along the Massachusetts Avenue driveway, no sidewalks are provided along the University Avenue site driveway or along University Avenue between the driveway and Wesley Circle.

### Pedestrian Study Area

Pedestrian facilities within a quarter-mile of the site were evaluated. There are several streets within the study area that do not have sidewalks, particularly in the residential areas immediately west and northeast of the site. There are also some sidewalks nearby that do not meet minimum width requirements, in addition to having missing or non-compliant crosswalks and curb ramps. Despite these shortcomings, there are generally adequate pedestrian facilities along Massachusetts Avenue NW, which is a primary walking route to major local destinations.

Figure 26 shows suggested pedestrian pathways to nearby destinations, including walking time and distances.

### Existing Pedestrian Infrastructure

A detailed inventory of the existing pedestrian facilities within the study area is shown on Figure 27. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT's *Design and Engineering Manual (2023)* in addition to Americans with Disabilities Act (ADA) standards. These facilities are shown within their respective land use types based on DC's Zoning Regulations of 2016, which determine which of DDOT's sidewalk width requirements apply. These sidewalk width requirements are shown in Table 13.

**Table 13: DDOT Sidewalk Width Requirements**

Street Type	Curb Walk	Tree/Furnishing Zone	Sidewalk Unobstructed Clear Width	Total Minimum Sidewalk Width
Low to Moderate Density Residential	None	4 - 6 feet	6 feet	10 feet
High Density Residential or Light Commercial	1 foot	4 - 8 feet	8 feet	13 feet
Central DC and Commercial Areas	1 - 2 feet	4 - 10 feet	10 feet	16 feet

Source: DDOT *Design and Engineering Manual*

### Sidewalks

As shown on Figure 27, the pedestrian study area includes streets within the "Low to Moderate Density Residential" and "High Density Residential or Light Commercial" categories of sidewalk width requirements. There are several streets within the study area that do not have sidewalks, particularly in the residential areas immediately west and northeast of the site. There are also some sidewalks nearby that do not meet minimum width requirements. In some cases, as along the south side of Massachusetts Avenue NW, the sidewalk meets the width requirement of a lower intensity land use, but not its applicable land use. In other cases, as on the American University campus, the sidewalk is not accompanied by a tree/furnishing zone.

### Curb ramps

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired but where they are present, a 48" clear space is required outside active vehicle traffic lanes and within marked crossings. As shown on Figure 27, there are some intersections near the project site that are missing a curb ramp and/or crosswalk on one or more leg.

### Crosswalks

DDOT's *Design and Engineering Manual (2023)* requires crosswalks at all intersections or mid-block locations controlled by vehicular and/or pedestrian traffic signals or all-way stop signs. Additionally, high-visibility crosswalks are required at all uncontrolled crosswalks and all crosswalks (including signalized or stop-controlled crosswalks) leading to a block with a school,



within a designated school zone area, along a designated school walking route, on blocks adjacent to a Metro station, in areas with moderate to high pedestrian volumes, and in locations with high frequencies of conflicts with pedestrians and turning vehicles.

As shown on Figure 27, there are several instances near the site where crosswalks are not present, or a crosswalk is present but not a high-visibility type at a location where it is required.

### ***Proposed Pedestrian Infrastructure***

The Wesley Campus Plan will provide a new sidewalk and streetscape along the buildings northern side to connect to adjacent pedestrian infrastructure within the campus.

Additionally, per the approved TDM plan, sidewalk will be provided along the east side of University Avenue NW between Massachusetts Avenue and Rodman Street, subject to DDOT approval, with a leadwalk into campus along at least one side of the site driveway.

The Applicant is also coordinating with American University (AU) on options to maintain the existing pedestrian connection between the two campuses, located on the east side of the project site.

The proposed pedestrian facilities are shown in Figure 28.

### ***Site-Generated Pedestrian Impacts***

The proposed development is projected to generate 12 pedestrian trips (5 inbound, 7 outbound) during the AM peak hour and 35 pedestrian trips (17 inbound, 18 outbound) during the PM peak hour.

The origins and destinations of these pedestrian trips are likely to be:

- Retail and restaurant locations; and
- Neighborhood destinations such as libraries and parks.

In addition to these trips, the transit trips generated by the site will also generate pedestrian demand between the site and nearby bus stops. It is expected that existing pedestrian facilities can accommodate these new site-generated trips.



Figure 26: Existing Pedestrian Pathways

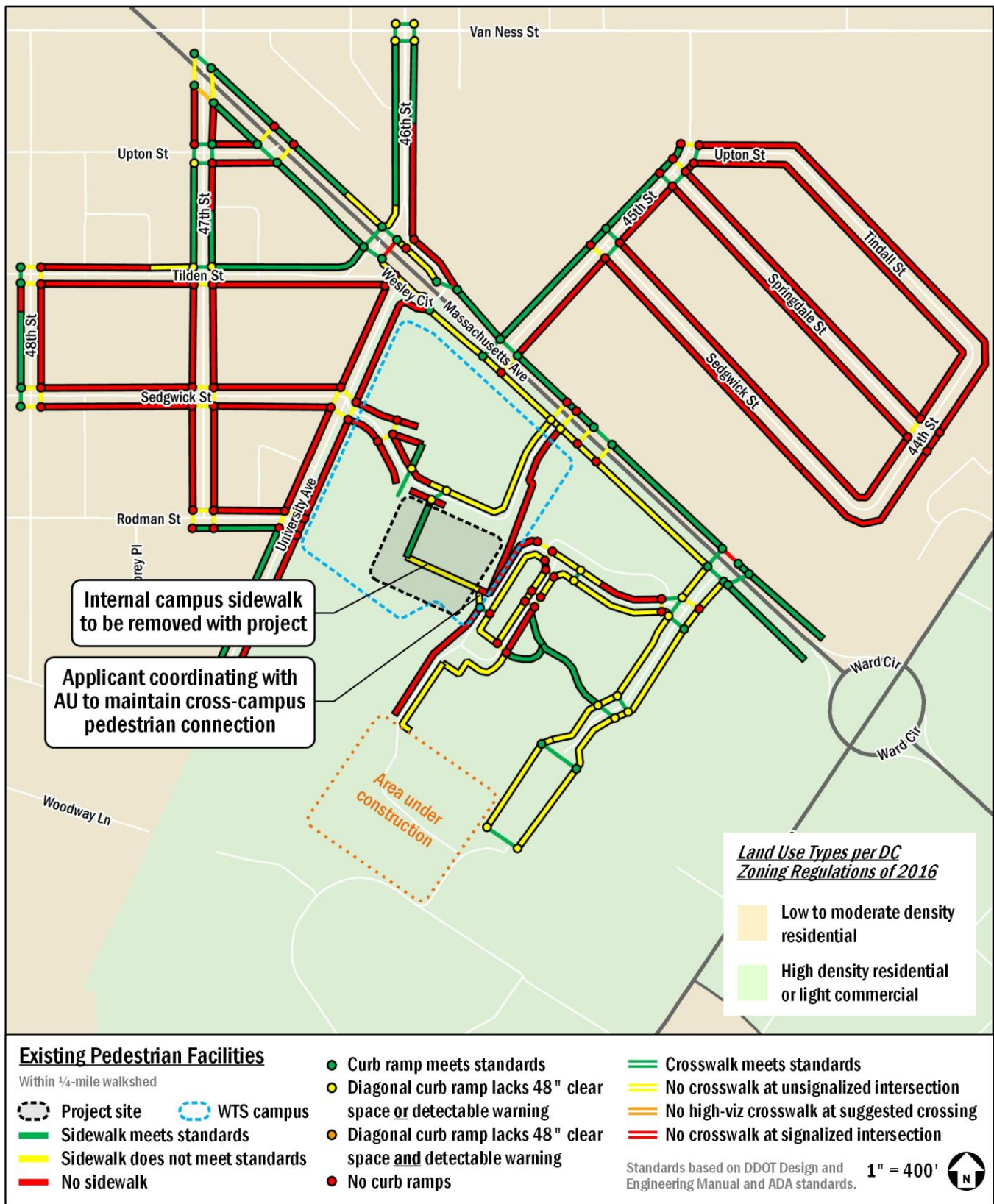


Figure 27: Existing Pedestrian Facilities



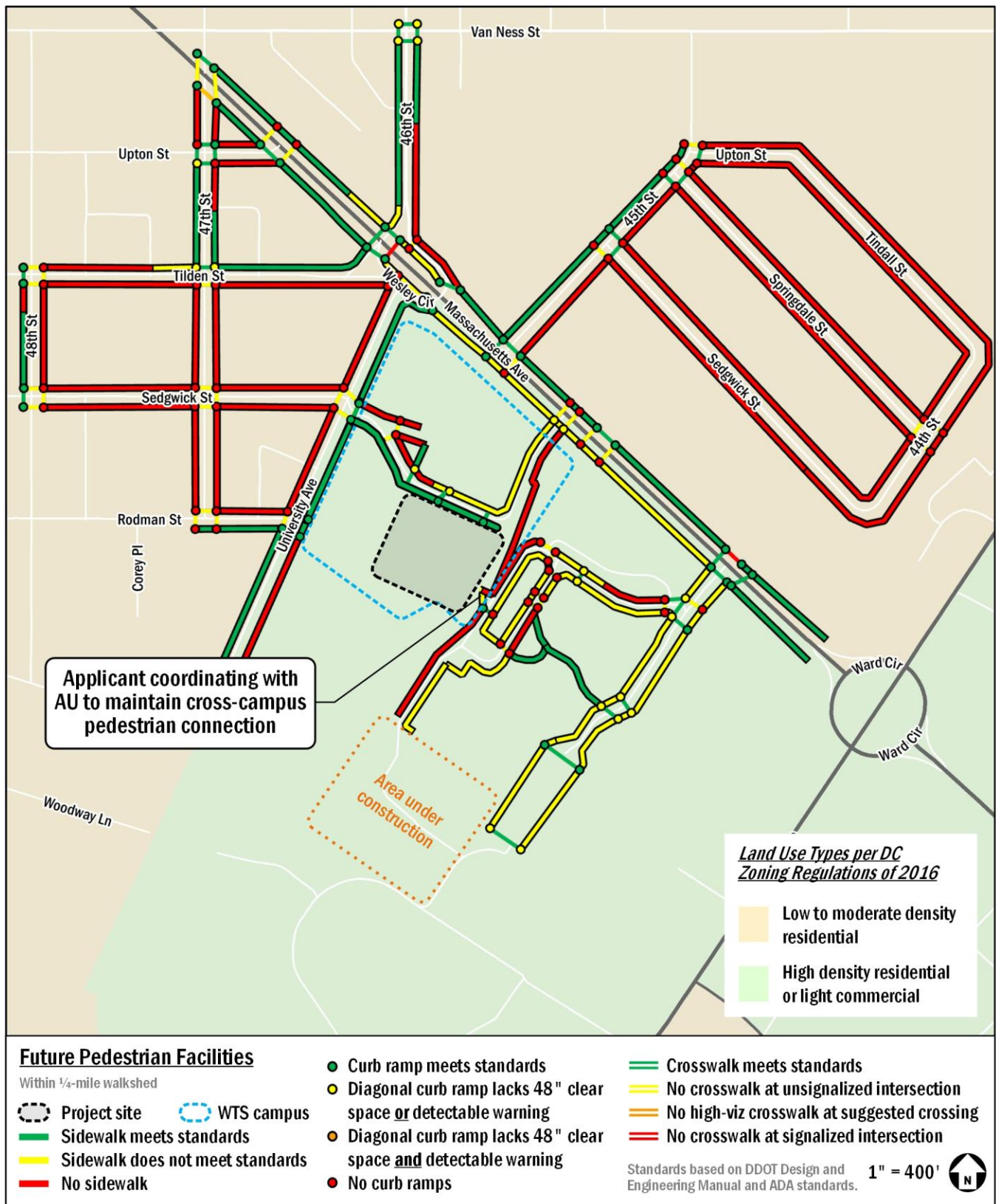


Figure 28: Future Pedestrian Facilities

## Bicycle Facilities

This chapter summarizes existing bicycle access to the site and reviews the impacts of the site on the bicycle network.

The following conclusions are reached within this chapter:

- The site is proximate to several on-street bicycle facilities;
- Several planned and proposed bicycle projects will improve bicycle access to the site;
- The project is expected to generate a manageable number of bicycle trips; therefore, site-generated bicycle trips can be accommodated on existing infrastructure; and
- The project will include short- and long-term bicycle parking that exceeds zoning requirements.

### Existing Bicycle Facilities

The site is located approximately 0.5 miles northwest of the bike lanes on New Mexico Avenue NW, 0.7 miles southwest of the bike lanes on Van Ness Street NW, and 0.5 miles southwest of the sharrows on 42<sup>nd</sup> Street NW. Using these facilities, bicyclists have access to several off-street bike facilities, such as the Rock Creek Trail and the Klingle Valley Trail.

Existing bicycle facilities are shown on Figure 29.

### Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides an additional cycling options for residents, students, employees, and visitors of the proposed project. The program has placed over 500 bikeshare stations across the Washington, DC metropolitan area with over 4,500 bicycles in the fleet. The following Capital Bikeshare stations are within a quarter-mile of the site:

- A 14-dock station at Ward Circle / American University, 0.2 miles east of the site; and
- A 19-dock station at American University East Campus, 0.25 miles southeast of the site.
- A 18-dock station at 44<sup>th</sup> Street and New Mexico Avenue NW, 0.4 miles southeast of the site.

Figure 29 illustrates these and other Capital Bikeshare locations in the area.

### Shared Mobility

Shared mobility service in the District is provided by four (4) electric-assist scooter (e-scooter) and electric-assist bicycle (e-

bike) companies provide Personal Mobility Device (PMD) service in the District: Lime, Lyft, Spin, and Veo. These Personal Mobility Devices (PMDs) are provided by private companies that give registered users access to a variety of e-scooter and e-bike options. These devices are used through each company-specific mobile phone application. Many PMDs do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; instead, many PMDs are parked in public space, most commonly in the “furniture zone” (the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, parking meters, etc. are located). Currently, PMD programs are present in Arlington County, the District, Fairfax County, the City of Alexandria, and Montgomery County.

### Funded Bicycle Facilities

There are no bicycle improvements near the site that are planned, funded, and scheduled to open in the near future.

### Planned Bicycle Facilities

Several bicycle improvements are planned near the site but are not yet funded. These are shown on Figure 30.

### MoveDC Bicycle Element

The bicycle element of *MoveDC*, the District's multimodal long-range transportation plan, includes the following bicycle improvements near the development that are planned but not yet funded:

- Bicycle improvements along Massachusetts Avenue NW east of Ward Circle, Nebraska Avenue NW south of Ward Circle, Loughboro Road NW, Glenbrook Road NW, 49<sup>th</sup> Street NW, Albermarle Street NW, Glenbrook Road NW, and Rockwood Parkway NW.

### Capital Bikeshare Development Plan

DDOT's Capital Bikeshare Development Plan was originally released in 2016 to guide the continued growth of Capital Bikeshare in the District of Columbia. The most recent update of the Development Plan was released in 2020 and includes the following:

- A planned station at Turtle Park, 0.2 miles from the site;
- A proposed station at Quebec Street and 48<sup>th</sup> Street NW, 0.4 miles from the site; and

- A proposed station at 47<sup>th</sup> Street and Warren Street NW, 0.5 miles from the site.

### ***Site-Generated Bicycle Impacts***

This section summarizes the impacts of the project on bicycling conditions surrounding the project site.

### **On-site Bicycle Infrastructure**

The project will exceed zoning requirements by providing 62 long-term bicycle parking spaces inside the building and 12 short-term bicycle parking spaces.

### **Bicycle Trip Generation**

The proposed project is projected to generate 2 bicycle trips (1 inbound, 1 outbound) during the AM peak hour and 7 bicycle trip (3 inbound, 4 outbound) during the PM peak hour.

It is expected that existing bicycle facilities can accommodate these new site-generated trips.

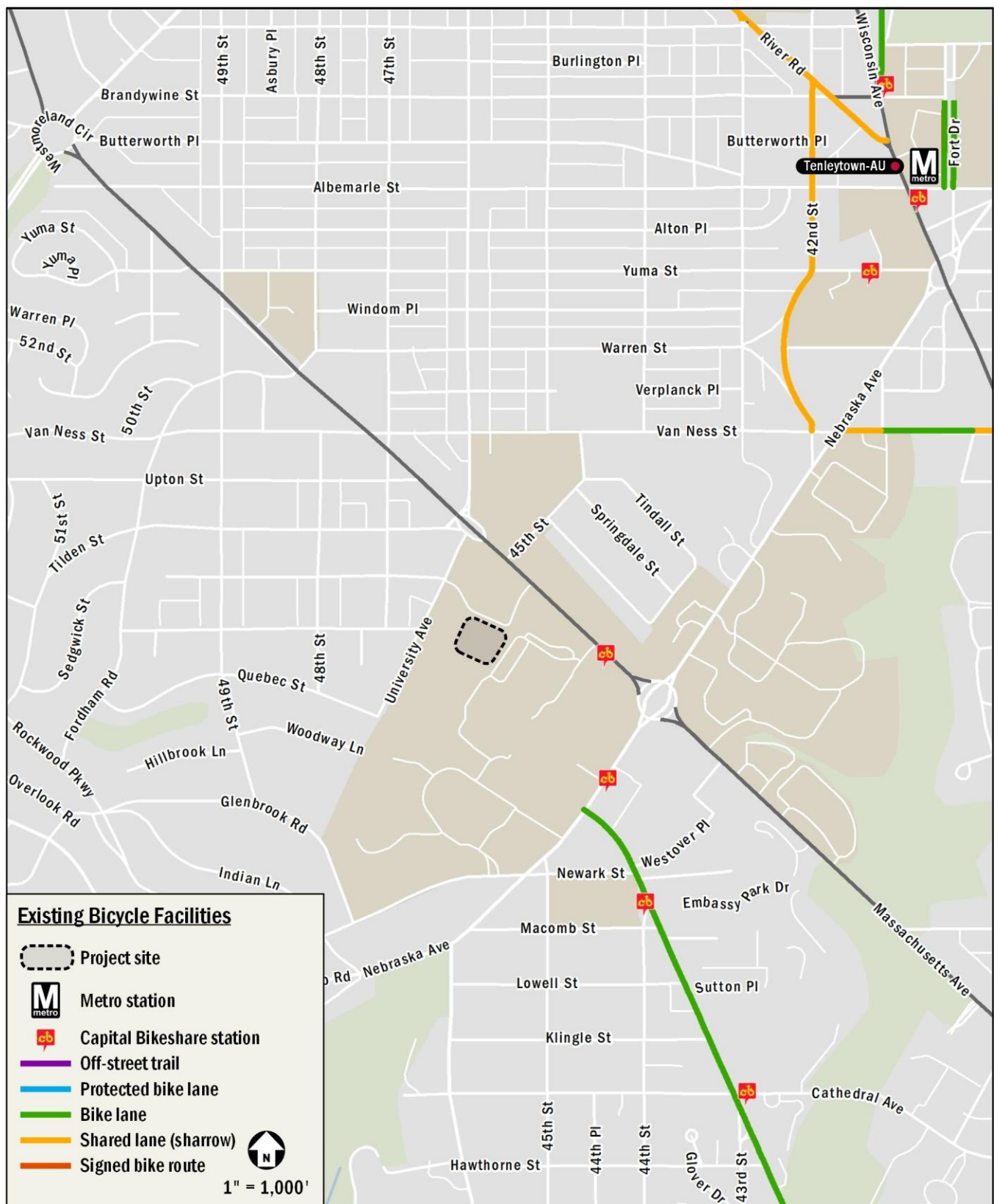


Figure 29: Existing Bicycle Facilities



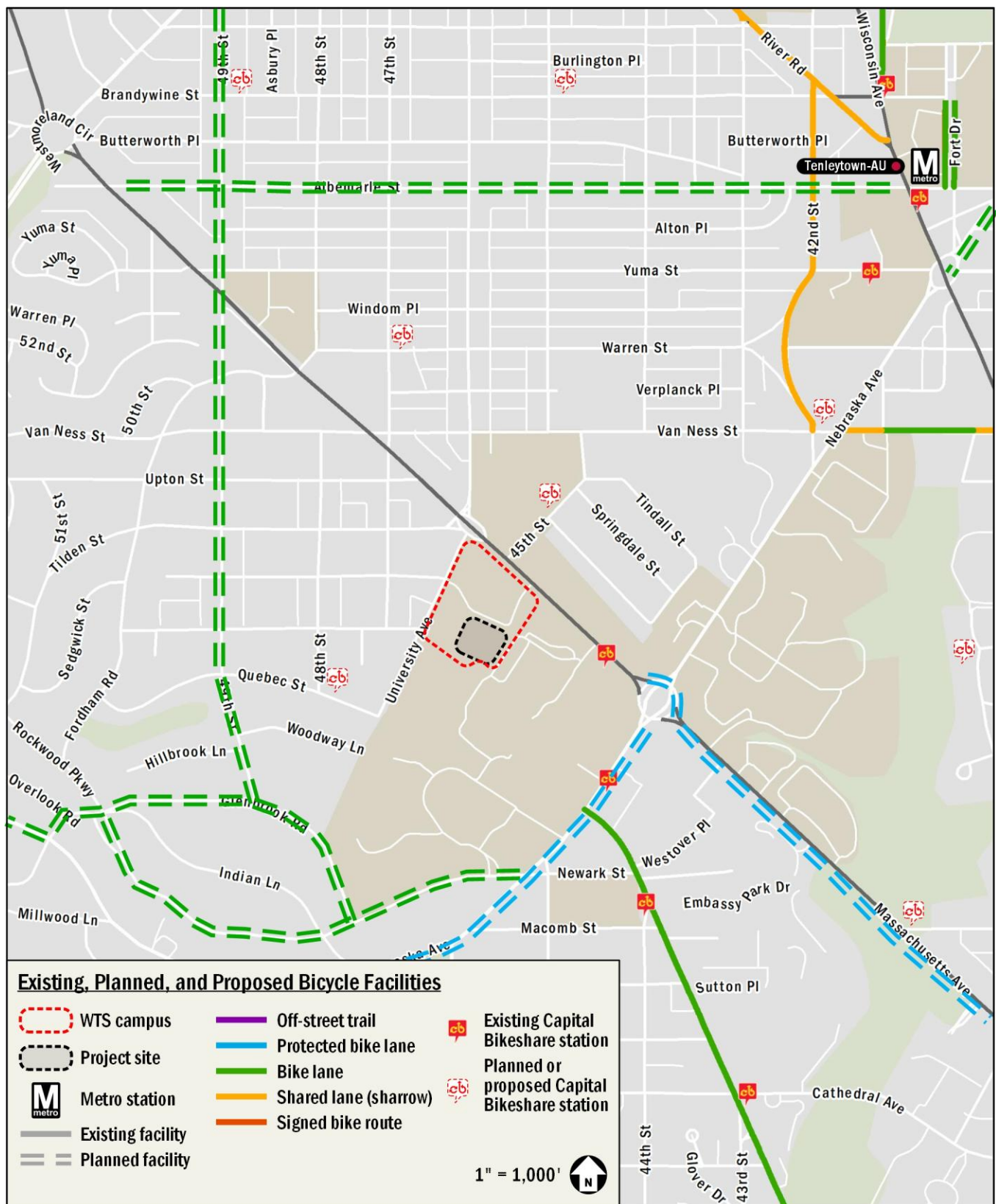


Figure 30: Existing, Planned, and Proposed Bicycle Facilities

## Safety Analysis

This chapter includes a high-level qualitative review of any vehicle, pedestrian, or bicycle conflicts at the study area intersections or street links within the study area. This review notes any intersections within the study area that have relatively high number of crashes and makes recommendations to improve safety conditions. These recommendations are presented for DDOT's consideration, not for the Applicant to complete as part of the proposed project.

### Summary of Safety Analysis

A safety analysis was performed to determine if there are any intersections that pose obvious conflicts with vehicles, pedestrians, or bicyclists. This was determined based on data included in DDOT's most recent *Vision Zero Action Plan* and Open Data DC Vision Zero Safety data.

Based on a review of facilities in the area and crash data, one (1) intersection was identified for further evaluation. The following section details the potential conflicts at the identified study area intersection.

#### Ward Circle (Massachusetts Avenue and Nebraska Avenue NW)

While technically outside of the study area of this CTR, the DDOT-maintained "Crashes in DC" database shows a moderate

number of crashes at this intersection compared to other intersections within the study area since September 2023, as shown on Figure 31, including two (2) pedestrian-involved crashes, as shown on Figure 32.

This intersection operates as multi-node, signalized traffic circle. Crosswalks are currently provided at every location where there is a traffic signal and/or stop sign. Curb ramps that include detectable warnings per ADA standards are provided at every crosswalk.

As shown in Figure 30, the planned but unfunded bike lane through the northern half of Ward Circle would likely improve conditions for both bicyclists and pedestrians at this intersection. Protected bike lanes could improve conditions for bicyclists by providing physical separation from vehicular traffic, and could improve conditions for pedestrians by reducing the distance across vehicle lanes pedestrians needed to cross. This project is not expected to exacerbate safety concerns within the intersection.

DDOT performed a Traffic Operations and Safety Analysis in 2014, and this report recommends that DDOT either update that study or perform a safety audit at this intersection as part of its Traffic Safety Assessment program to further evaluate the extent of safety issues and determine if any action is needed.

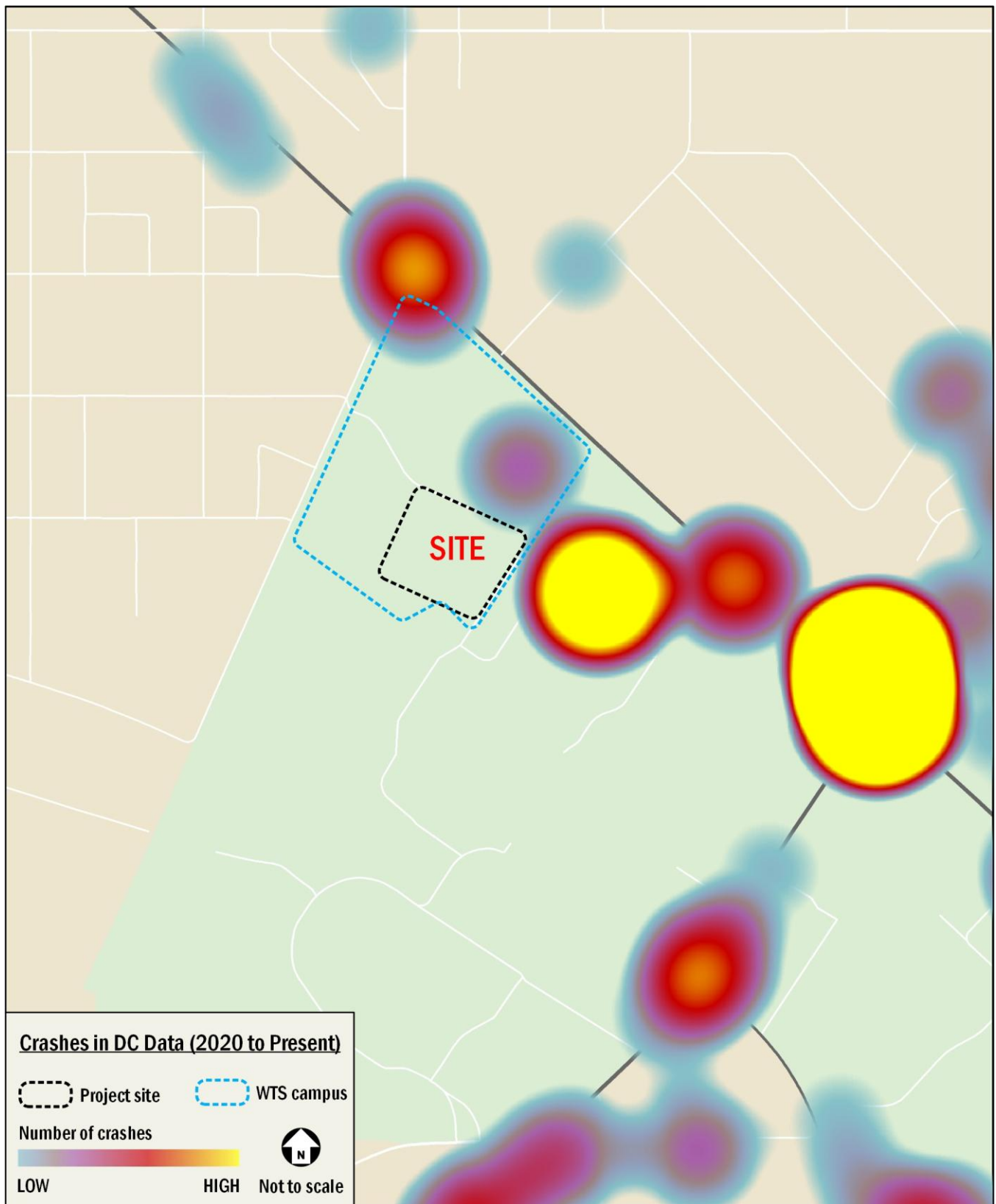


Figure 31: Total Crashes (2020 to present)

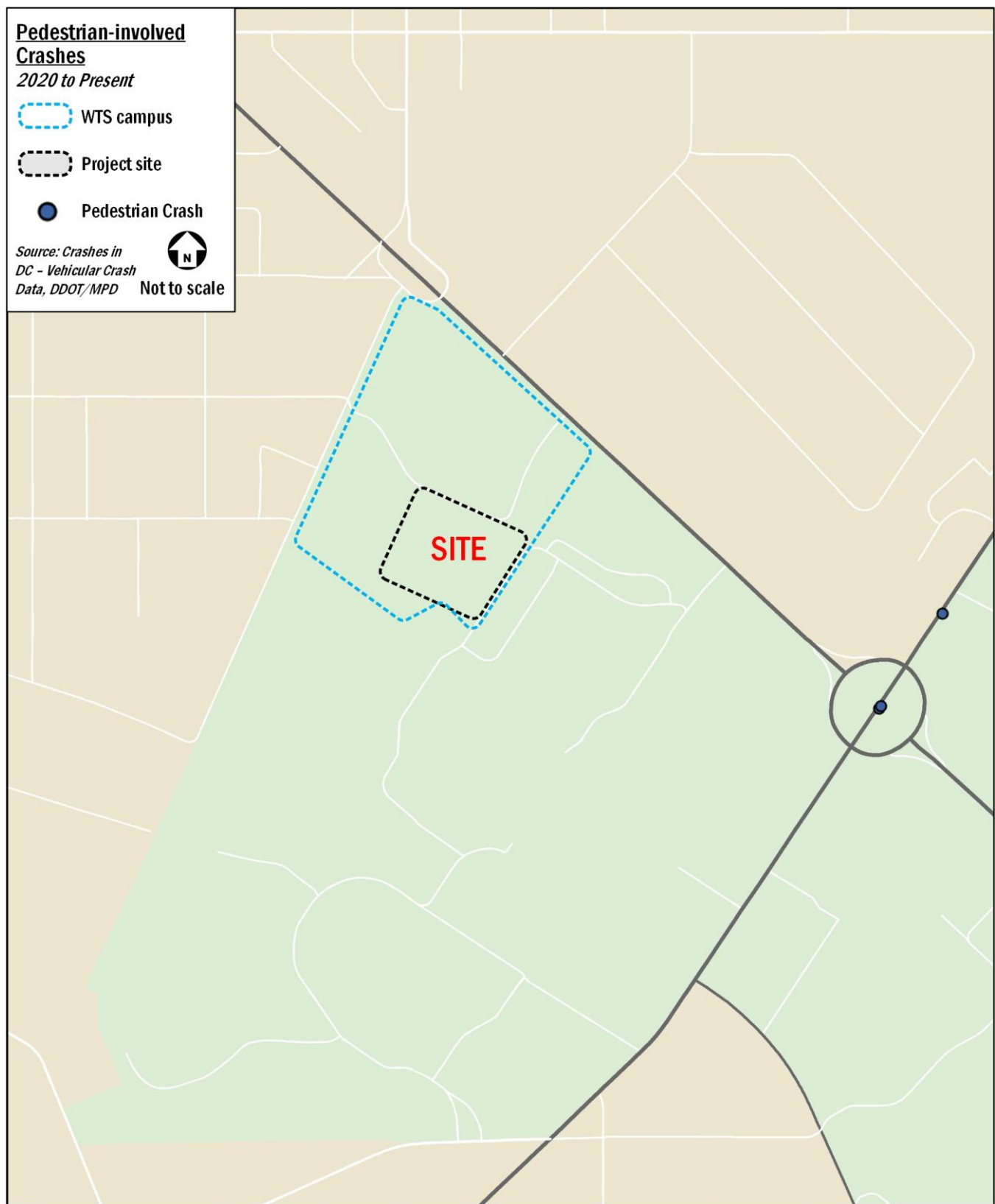


Figure 32: Pedestrian-involved Crashes (2020 to present)



## Summary and Conclusions

This report has evaluated whether the Wesley Theological Seminary of The United Methodist Church Further Processing Application for the construction of the new university housing project (Zoning Commission Case 23-08A) will generate a detrimental impact to the transportation network surrounding the site. This evaluation is based on a technical comparison of the Existing Conditions, Background Conditions, and Total Future Conditions. This report concludes that **the project will not have a detrimental impact** to the surrounding transportation network.

### Proposed Project

The development site location is within the WTS campus, which is generally bounded by University Avenue NW to the west, Massachusetts Avenue NW to the north, and the American University (AU) campus to the east and south. The portion of the site to be redeveloped includes the Old President's House, a surface parking lot and two (2) student housing and administration buildings.

The proposed project includes replacement of the Old President's House and removing the surface parking lot and existing buildings to construct a new student housing building containing approximately 185 dwelling units and 264 below-grade parking spaces.

The proposed student housing building will be for WTS and AU students and may also house immediate families, faculty and staff and building employees. The housing will not otherwise serve the general public.

### Multimodal Overview

#### Trip Generation

The development is expected to generate new trips within the surrounding transportation network across all transportation modes during the morning and afternoon peak hours. However, with the implementation of a Transportation Demand Management (TDM) plan included in the Campus Plan approved in 2025, the resulting new trips generated by the project will not have a detrimental impact on the transportation network. The multimodal trip generation for the proposed project is as follows:

- AM Peak Hour: 8 vehicles/hour, 24 transit riders/hour, two (2) bicycle trips/hour, and 12 walking trips/hour.
- PM Peak Hour: 24 vehicles/hour, 70 transit riders/hour, seven (7) bicycle trips/hour, and 35 walking trips/hour.

#### Transit

The site is located approximately one (1) mile of the Tenleytown-AU Metro station on the Red Line and is served by local bus routes.

The site is expected to generate a manageable amount of transit trips, and the existing service can accommodate these new trips.

#### Pedestrian

The site is surrounded by a generally adequate pedestrian network. Despite some incidences of missing sidewalks, curb ramps, and crosswalks on minor streets near the project site, there are generally adequate pedestrian facilities along primary walking routes between the site and major local destinations.

The site is expected to generate a manageable amount of pedestrian trips, and the existing pedestrian facilities can accommodate these new trips.

The Wesley Campus Plan will provide a new sidewalk and streetscape along the buildings northern side to connect to adjacent pedestrian infrastructure within the campus. Additionally, per the approved TDM plan, sidewalk will be provided along the east side of University Avenue NW between Massachusetts Avenue and Rodman Street, subject to DDOT approval, with a leadwalk into campus along at least one side of the site driveway.

The Applicant is also coordinating with American University (AU) on options to maintain the existing pedestrian connection between the two campuses, located on the east side of the project site.

#### Bicycle

The site is proximate to several on-street bicycle facilities, including the bike lanes on New Mexico Avenue NW and Van Ness Street NW, and the on-street signed bike routes on 42<sup>nd</sup> Street NW, River Road, and Van Ness Street. Using these facilities, bicyclists have access to several off-street bike facilities, such as the Rock Creek Trail and the Kingle Valley Trail.

Several planned and proposed bicycle projects will improve bicycle access to the site, including protected bike lanes on Massachusetts Avenue NW east of Ward Circle, Nebraska Avenue NW south of Ward Circle, Loughboro Road NW, Glenbrook Road NW, 49th Street NW, Albermarle Street NW, Glenbrook Road NW, and Rockwood Parkway NW.

The project will include long-term bicycle parking inside the building and short-term bicycle parking along the perimeter of the site that exceeds zoning requirements.

The site is expected to generate a manageable amount of bicycle trips, and the existing bicycle facilities can accommodate these new trips.

### Vehicular

The site is accessible via Massachusetts Avenue NW, a principal arterial which connects the site to expressways within the District such as the Southeast Freeway (I-695), the Southwest Freeway (I-395), and the Anacostia Freeway (DC-295). These expressways connect with the Capital Beltway (I-495) and other regional Interstates.

To identify the project's impact on the transportation network, future conditions were analyzed with and without the project. Intersection analyses were performed to calculate the average delays and queues for vehicles at each of the study intersections. These average delays and queues were compared to the acceptable levels of delay and queue impacts set by DDOT standards to determine if the project will negatively impact the study area.

The analysis concluded that none of the study intersections would meet DDOT's delay-related threshold for mitigation under the Existing, Background, and Total Future scenarios.

### Parking

As part of the CTR, detailed counts of parking supply and demand were conducted within a two-block radius of the site.

The purpose of the study was to determine the parking supply of the streets within walking distance of the site and identify trends or patterns associated with parking demand generated by the campus and proposed Project. The results of the analysis of on-street parking facilities within the vicinity of the site indicate there is ample available on-street parking. The study concluded that on-street parking occupancy rate does not exceed 29% in the study area across all study periods. Traditionally, an 85% occupancy rate is considered an ideal level of parking utilization and is at this rate that a block face is considered "full".

In addition to the on-street parking data collection, on-site data collection was conducted. The on-site parking occupancy rate peaked at 33% across all study periods, indicating that there is sufficient on-site parking to accommodate WTS needs under typical operating conditions under existing conditions and when the site redevelops.

### Safety Recommendations

A qualitative review of the crash data available through the DDOT-maintained and publicly-available "Crashes in DC" database was performed to identify study intersections, if any, in which conditions for vehicles, pedestrians, and bicyclists may be improved.

Based on a review of facilities in the area and relevant crash data, one (1) intersection was identified for further evaluation. Recommendations for this intersection, presented for DDOT's consideration and not for the Applicant to complete as part of the proposed project, are summarized below:

#### Ward Circle (Massachusetts Avenue and Nebraska Avenue NW)

Installation of the planned but unfunded bike lane through the northern half of Ward Circle would likely improve conditions for both bicyclists and pedestrians. DDOT performed a Traffic Operations and Safety Analysis in 2014, and this report recommends that DDOT either update that study or perform a safety audit at this intersection as part of its Traffic Safety Assessment program.

### Transportation Demand Management (TDM) Plan

Per the DDOT CTR guidelines, the goal of implementing TDM measures is to reduce the number of single occupancy vehicles and vehicle ownership within the District. TDM measures were previously proposed under the Wesley Campus Plan approved 2025 and will be summarized in the Project Design section of this report.

### Summary

This report concludes that the Wesley Campus Redevelopment will not have a detrimental impact on the surrounding transportation network.

The project has several positive design elements that minimize potential transportation impacts, including but not limited to the following:

- The TDM approved as part of 2022-2032 Wesley Campus Plan, aimed at reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods;
- The PMP approved as part of 2022-2032 Wesley Campus Plan, which will continuously track progress towards its TDM goals;

- The potential signalization of the site driveway along Massachusetts Avenue NW, which could improve operations at the driveway if needed;
- The construction of pedestrian improvements agreed to as part of the 2022-2032 Wesley Campus Plan;
- The site's proximity to transit service and bicycle infrastructure;
- The site's location within a generally adequate pedestrian network along major walking routes;
- The site's loading facility design, which maintains loading activity within private property and provides loading circulation that ensures head-in/head-out truck movements are performed from the public roadway network;
- The inclusion of secure long-term bicycle parking spaces that exceeds zoning requirements; and
- The inclusion of short-term bicycle parking spaces within the site that exceeds zoning requirements.